

GRAIN DEALERS JOURNAL

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Baltimore Pearl Hominy Co
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Always in the Market
Buyers of White and Yellow Corn
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The haulage of grain, flour and feed requires a sturdy truck—one that can stay on the job, constantly carrying the heavy loads.

The Macwell Milling Corporation, Fulton, N. Y., delivers feed to all parts of the county with their 3½ ton Selden Truck. They say:

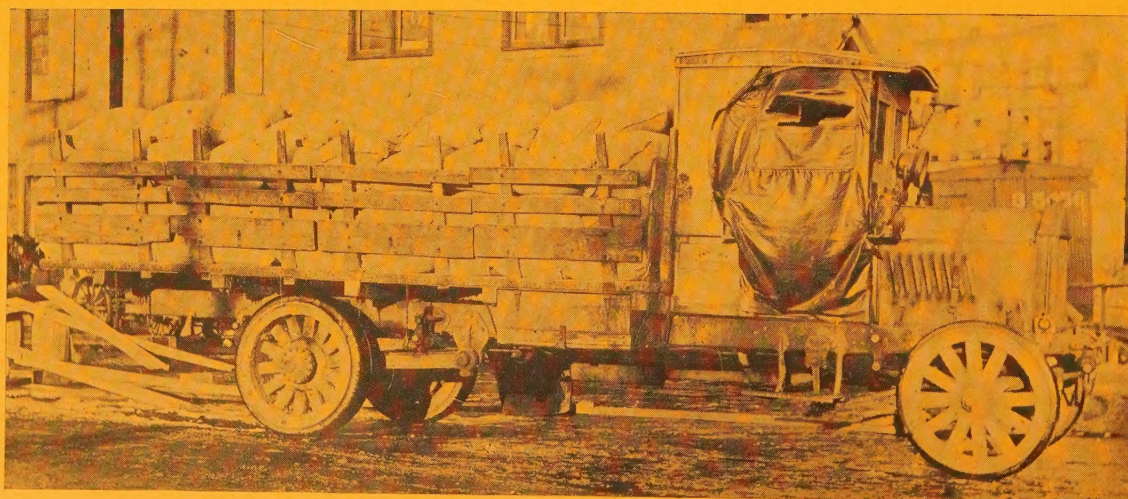
“The Selden has been given the hardest kind of use, making trips to other cities in all kinds of weather and over all kinds of roads. This load of feed was for Oswego, to be delivered over 12 miles of very poor road. Several trips of this character are made every day.”

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1½, 2½, 3½, 5 Tons
Worm Drive Models



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“TRUCK
TRANSPOR-
TATION”
will be mailed
free on request
to Dept. GD,
Selden Truck
Corporation
Rochester, N.Y.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers.*
Baltimore Pearl Hominy Co., corn products.*
Blackburn & Co., C. F., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BEAUMONT, TEX.

Archer Brokerage Co., grain brokers.

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Bensaquin, Matthew D., grain brokerage, commission.*
Jaquith, Parker, Smith & Co., wheat, barley, milo.*

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Burns, Berend J., grain and feed merchant.
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Gee-Lewis Grain Co., grain consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
McConnell Grain Corporation, commission merchants.*
Kennedy & Co., Chas., wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., grain merchants.*
Urmston Grain Co., grain commission.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Halliday Elevator Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Matthews Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Grain Exchange Members.

Bagley & Semmes, hay, grain and feed brokers.
Chattanooga Feed Co., grain, feed, hay, cow peas.
Harbin, A. D., hay, grain and mill feeds.
Tennessee River Mfg. Co., corn buyers, corn meal mfrs.
Thomasson & Co., J. T., grain, hay, feed.
Winer Feed Co., food, feed, seed.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commission merchants.*
Bridge & Leonard, commission merchants.*
Curtis & Co., J. H., grain and seeds.*
Dole & Co., J. H., grain, hay, straw.*
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
Lowitz & Co., E., grain commission.*
McKenna & Dickey, commission merchants.*

CHICAGO (Continued).

Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Requa Bros., wheat a specialty.*
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., grain merchants.*
Rothchild Co., D., receivers and shippers.*
Rothschild Co., Moses, receivers and shippers.
Rumsey & Co., grain commission.*
Sawers Grain Co., grain commission.*
Schiffelin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Udpike Grain Co., consignments.*
Ware & Leland, grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., The, receivers and shippers.*
Lake Shore Elevator Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevator Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., receivers, shippers hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn oats.*
Gallagher Grain Co., grain merchants.*
Denver Elevator, We buy and sell grain and beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.*
Thompson Merc. Co., The, W. F., wholesale hay.
Warwick Grain Co., buyers & sellers all kinds of grain.

DES MOINES, IOWA.

Board of Trade Members.

Anderson Co., D. L., grain merchants.*
Bartz & Co., W. H., grain merchants.*
Des Moines Elevator & Grain Co., oats a specialty.
Iowa Grain Co., receivers and shippers.*
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Perrine & Co., W. H., commission merchants.*
Taylor & Patton Co., corn and oats.
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain, hay consignments a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.
Gulfport Grocery Co., gro., grain, fd., flr., etc.*
Howie & Co., J. B., bkrs., grain, fd., flr., hay.

HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pds.*
Koehler-Twiddle Elevator Co., grain dealers.*
Moritz Grain Co., Chas., wholesale grain.
Sexson, C. R., grain.

HATTIESBURG, MISS.

Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., flr.
King & Co., Jno. R., grain, feed, mdse. broker.
Merchants Grocery Co., bkrs., mdse., grain, fd., flr.

HOUSTON, TEX.

Beatty-Archer Co., grain brokers.*
Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KANS.

Board of Trade Members.

Farmers Co.-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Hausam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hutchinson Grain Co., grain merchants.
Kelly Milling Co., Wm., millers of hard wheat.
McClure Grain Co., J. B., buyers and sellers.*
Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., receivers, shippers milo kafir.
Union Grain Co., grain merchants.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.
Bingham-Hewitt-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The, Lew. commission & brokerage.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Menzie Grain & Bkg Co., Carl D., grain commission.*
Merchants Hay & Grain Co., hay, grain, mill feed.*
Minor & Son, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Sawers Grain Co., consignments.
Shetwell & Co., C. A., grain and hay.
Urmston Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Stockbridge Elvir, track buyers, sellers, gr. & ads.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Aviston Flour Co., feed mfrs. whl. flour, grain.*
Brittain & Co., P. L., mer. bkrs., dlrs. hay, gr., mill pds.
Green, R. H., whise, grocers, pdc, grain, mill feed.
Nall & Co., A. S., grain brokers.
Royal Feed & Mfg. Co., mixed feed mfrs.*

KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.
Beyer Grain Co., consignments and mill orders.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Fisher Grain Co., C. V., receivers & shippers of grain.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, receivers and shippers of grain.*
Hall-Baker Grain Co., consignments.*
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
(Continued on Next Page.)

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

KANSAS CITY (Continued).

Larabee Flour Mills Corp., The, mfrs., "Larabee Best."
Masters Brokerage Co., H. S., flour, millfeed, grain.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Nellis-Witter Grain & Mfg. Co., grain and feed.*
Norris Grain Co., grain merchants and exporters.
Orthwein Matchette Co., consignments, buying orders.*
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Shannon Grain Co., consignments.
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.*
Levy & Co., R. T., merchandise and grain brokers.
Security Mills & Feed Co., flour and feed.*
Smith & Co., J. Allen, flour, meal, feed.*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Cunningham Commission Co., grain, corn products.*
Caple & Stockton, hay, grain, feed.
Cochran Co., H. K., grain dealers.
Daniel Mill & Elevator Co., Joe, grain, hay, feed.
Darragh Company, hay, grain, mixed feeds.*
Davis, S. P., dealer, consignments.
Farmer Co., E. L., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Hayes Grain & Commission Co., dealers in grain, hay.*
Morse Co., F. E., grain brokers.
Munn Brokerage Co., grain, hay, mill feed.*
Niemeyer Grain Co., George, grain, hay, mill feed.*
Weinmann Milling Co., grain, hay, mixed feeds.
Wilson Co., John R., grain brokers.
Wilson & Co., hay, grain, feed brokers.

LIMA, O.

Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Kentucky Public Elevator Co., storekeepers and shippers.*
Schuff & Co., A. C., specialty white mlg. corn, wh.
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.*
Brownie, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Bluff City Grain Co., all grains, oats a specialty.*
Cereal Byproducts Co., everything for mixed feeds.
Clark-Burke & Co., grain and hay.*
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers, grain.
Hasenwinkle, H. J., consignments.*
Horton & Co., J. B., grain dealers.
International Sugar Feed No. 2 Co. mfrs. swt. mx. fd.
Jones, Lee D., grain dealers.*
Lovitt & Co., L. B., cotton seed and peanut products.
Marks & Anderson, wholesale grain, hay, mixed feed.
Memphis Milling Co., high grade mixed feed.*
National Brokerage Co., flour, grain, feed brokers.*
Mississippi Elevator Co., grain dealers, feed mfrs.*
Nessly Co., J. L., broker, com., alf. meal, molasses.*
Patterson & Co., G. E., mfrs. mixed feed, grain.*
Pease & Dwyer, grain, mixed feed.*
Riverside Elevator & Warehouse, broker & whse'man.
Royal Feed & Milling Co., mixed feed manufacturers.
Scruggs-Robinson Co., brok. com. mer., consignments.*
Sessum Coal & Grain Co., grain, mixed feed.
Stout-Hunt Milling Co., flour and corn meal.
Tate & Co., J. E., wholesale grain dealers.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*
Alley, A. A., dealers & broker, grain and seeds.

MERIDIAN, MISS.

Board of Trade Members.

Anderton & Co., W. A., whole brokers, gr., hay, fd.
Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.
George Co., The A. H., grain dlr., mxd. fd. mfrs.*
Gibson Brokerage Co., J. A., grain & mdse. brokers.*
Harris, John K., grain and mdse. broker.
Lyle Grocery Co., The Tom, who. gro., grain & hay.
Lyon & Co., A. J., whole gro., grain, feed.
Meridian Grain & Elvtr. Co., gr. dlr., mxd. fd. mfrs.
Smith Brokerage Co., grn., gr. pdts., hay, ctn., sd. pts.
Sturges Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whole grain, feed, fr., gro.

MERIDIAN (Continued).

Tutt Grain Co., J. B., grain, fd., ctn. sd. pdts., dlr.
Queen City Feed Co., grain, hay, flour, corn meal.
Winner-Klein & Co., whole gro., grain, feed.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Franklin Grain Co., feeds, grain, hay.
Godfrey-Blanchard Co., grain receivers.*
Kamm Company, P. C., barley and rye.*
Quinn Shepherdson Co., receivers & shippers.*
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers and shippers.*
Taylor & Bournique Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.*
Benson, Staback Co., grain commission.*
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dairymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain receivers-shippers.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Quinn-Shepherdson Co., receivers and shippers.*
Scroggins Grain Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats & screenings.*
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley and oats my specialty.

MOBILE, ALA.

Butler & Clark, mdse., grain, ctn. sd. pdts., brokers.
Cleveland & Co., Frank, bkrs. & com. merchants.
Hopper & Co., H. M., grain, mldfs., hay brokers.*
King & Co., John R., bkrs., grn., mldfs., hay, beans.
Meador & Co., W. M., mdse. & grain brokers.
Minnis & Co., A. R., bkrs., grain, feed, ctn. sd. pdts.
Suttle, J. L., grain, gr. pdts., feed, mdse. broker.*
Turner-Young Grain Co., dlr., gr., gr. pdts., mfrs. fd.
Vass & Co., H. P., mdse. & grain brokers.
Wilson Brokerage Co., expt. freight bkrs., fwdg. agts.
Ziliak & Schafer Mfg. Co., grain & gr. pdts., feed.
Zimmern's Co., J., mxd. fd. mfrs., dlr., grain & hay.

MONTGOMERY, ALA.

Alabama Black Belt Co., gr. bkrs., dlr., in Ala. pdts.
American Mlg. & Feed Co., mfrs. crn. ml., gr. dl., fd.
Browner Bros., grain, feed, flour, mdse. bkrs.
Cody-Craig Co., grain, feed, flour, mdse., brokers.
Hobbie Grocery Co., H. M., operters. "Hobbie Elvtr."
Holland & Co., O. C., mdse. & grain brokers.
Lutz & Co., E. G., bkrs., grain, feed, flour, mdse.
Richardson & Co., Chas. E., dlr., hay, grain, cow peas.
Richardson Co., O. A., grain, feed, flour brokers.
Shank & Copeland, bkrs., grain, fd., fr., hay, mill pdts.
Smith Brokerage Co., grain, feed, flour, hay.
Winter, Loeb Grocery Co., grain, feed, flour, mdse.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers and shippers.*
Bennett & Co., John C., brokers.*
Crozier & Co., W. H., receivers and shippers.*
Daugherty-Vincent Grain Co., receivers and shippers.*
Gillette Grain Co., The, operators steel elevator.*
Hale & Sons, J. R., receivers and shippers.*
Hermitage Elvtr. & Warehouse Co., public storage.*
Jones & Co., Chas. D., receivers and shippers.*
Kerr, S. S., receiver and shipper.*
Liberty Mills, flour and feed.*
Mero Mills, FLavo FLour, feeds.*
Nashville Grain & Feed Co., receivers and shippers.
Nashville Roller Mills, self rising flour mfrs.*
Nashville Warehouse & Elvtr. Co., public storage.*
Neil Shofner Grain Co., receivers and shippers.*
Rex Mill & Feed Co., grain and feeds.*
Tate, W. R., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., corn, wheat, oats, seeds.*
Wilkes & Co., J. H., grain, flour, feeds.*
Werke & Co., R. H., grain, feed, hay.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expters.

NEW ORLEANS (Continued).

Kalman Co., Paul R., recvrs., shprs., expters. of grain.
Langenberg Hay & Grain Co., recvrs., shprs. & expters.*
Lunham & Moore, forwarding & freight brokerage.
Matthews & Bro., Chas. R., grain & grain pdts., brks.*
Matthews & Sons, Geo. B., recvrs. & shprs., feed mfrs.*
Milam-Morgan Co., Ltd., recvrs., shprs., mx. fd. mfrs.
Nathan & Pettis, fwdg. agt. & expt. fght. broker.*
Neumond, K. & E., dlr., expters in feed articles.
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Rogers, James M., grain brokerage & forwarding.*
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Thomas Co., James, exporters & forwarders.
Waterman & Co., J. S., gr. flour & fd. bkrs., fir. jbrs.*

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Schwartz & Co., B. F., commission merchants.*
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Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros., Grain Co., grain merchants.
Maney Export Co., grain merchants.
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.

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Butler Welsh Grain Co., grain merchants.*
Carlisle Grain Co., S. S., consignments.*
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Crowell Elevator Co., receivers, shippers.*
Dawson Grain Co., grain merchants.*
Holquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., receivers and shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Oswald Delaney Grain Co., consignments.
Roberts Grain Co., Geo. A., grain merchants.
Rothschild Grain Co., corn and oats.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
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Updike Grain Co., consignments.*

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Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., receivers and shippers.*
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Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harwood-Young Co., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., G. O., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, F. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Slick, L. E., consignments solicited.
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Co., commission merchants.*
Worth-Gyles Grain Co., grain commission.

PENSACOLA, FLA.

Bonacker Bros., bkrs., gr., hay, feed, fr., ctn. sd. pts.
Consolidated Grocery Co., whole gro., grain, produce.
Gonzalez Co., The M. F., gr., hay, feed, mfrs., crn. ml.
Jones & Co., B. B., grain, hay, fr., mill feed brokers.
Meador & Co., W. M., mdse. & grain brokers.
Wagenheim Co., The I. E., bkrs. mdse., gr., shorts, bn.
Wolff, I., mdse., grain, feed broker.

PHILADELPHIA, PA.

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Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.
Taylor & Bournique Co., grain merchants.*
Young & Co., S. H., wheat, corn, oats.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geidel & Leubin, grain and hay.
Hardman & Heck, grain, hay, millfeed.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Taylor & Bournique Co., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, ORE.

Albers Bros. Mfg. Co., millers and exporters.
Globe Grain & Mfg. Co., grain, hay and feed.*
Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.
Stephens-Smith Grain Co., grain and bag dealers.*
Tri-State Terminal Co., general grain and bags.*

PUEBLO, COLO.

McClelland Mc'tl I. & R. Co., grain, hay and feed.*

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Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain.

SEATTLE, WASH.

Albers Bros. Mfg. Co., millers and exporters.
Lilly Co., The Chas. H., seed merchants.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Tri-State Terminal Co., general grain and bags.*

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Gordon Commission Co., T. P., gr.-dealer and broker.*

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ST. JOSEPH (Continued).

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Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Baliard-Messmore Grain Co., recvrs. grain, hay, seeds.
Bushfield Grain Co., receivers and shippers.
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commission.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke, corn a specialty.
Thurnau Grain & Feed Co., Arnold A., grn., fd., scrngs.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.
Campbell & Co., McD., brokers gr., flr., mdx. fd., hay.
Crandell, H. F., merchandise & grain broker.
Hooper, Son & Coleman, mdse., grain, flour brokers.
Ross, Rivers F., merchandise & grain broker.

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Board of Trade Members.

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Bailey, Walter H., grain merchants.*
Godfrey Blanchard Co., grain receivers.*
McCaull Dinsmore Co., commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., grain merchants.*
Terminal Grain Corp., receivers and shippers.
Western Terminal Elevator Co., receivers and shippers.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

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King & Co., C. A., grain and seeds.
Morehouse & Co., wholesale grain and seeds.
Rice Grain Co., cash grain.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Young Grain Co., grain receivers, shippers.
Zahn & Co., J. F., grain seeds.*

TOPPENISH, WASH.

Preston Co., H. P., alfalfa meal, grain, hay, feedstuffs.

TUSCALOOSA, ALA.

Eddins Brokerage Co., grain, feed, flour, mdse.
Indian Milling Co., mixed feed mfrs.
Rosenbush Brokerage Co., grain, feed, flour, mdse.
Southern Grain Co., grain, hay, mfrs. corn meal.

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Dahnke-Walker Milling Co., milling, grain, feed.*
Howell Grain & Feed Co., grain and feed.

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Wilkerson, R. C., grain broker.

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Blood-Pickerill Grain Co., consignments, mill orders.
Clark Burd Grain Co., consignments.*
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Craig Grain Co., J. W., consignments and mill orders.
Groth, Samuel C., milling wheat and feed.
Hayes Grain Co., John, Okla.-Kan. wheat for mills.
Kansas Flour Mills Co., receivers and shippers.*
Kansas Milling Co., millers and grain merchants.*
Kelly Grain Co., Edward, grain and mill feed.
Koch Grain Co., Geo., milling wheat.
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.
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Forty-five steamship lines run into the Port.

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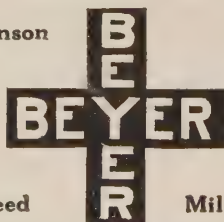
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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Trade restrictions are temporary. Your invested capital in good will and trade demand is permanent, providing you keep up your advertising in
The Grain Dealers Journal

We Buy We Sell
Milling Wheat
Kaffir Corn Milo Maize
BENNETT COMMISSION CO.
TOPEKA KANSAS

RECEIVERS, SHIPPERS AND BROKERS

Cedar Rapids Grain Co.

RECEIVERS and SHIPPERS
CEDAR RAPIDS, IOWA

FEED MIXERS

Alfalfa Meal Reground Oat Feed
Telegraph collect for delivered prices.

E. P. MUELLER
5 N. La Salle St. Chicago, Ill.

WILSON BROKERAGE CO.

EXPORT FREIGHT BROKERS
FORWARDING AGENTS
BANK OF MOBILE BUILDING
MOBILE - ALABAMA

H. C. CARSON & CO.
WHEAT—CORN—OATS—RYE—BEANS
1548 Penobscot Bldg., DETROIT
"CONSIGN TO CARSON"

The Fort Worth Elevators Company

FORT WORTH, TEXAS
GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE
KAFIR, MILO MAIZE, FETERITA
Wire or Write Us to Sell or Buy

RECEIVERS, SHIPPERS AND BROKERS

PERIN BROS.CINCINNATI
OHIO**WANT CORN****MATTHEW D. BENZAQUIN**
GRAIN AND FEEDBrokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce. Boston, Mass.**JAQUITH, PARKER, SMITH & CO.**

703 Cham. of Com. BOSTON, MASS.

We buy all kinds of Grain and Mill
Feed, Sample Feed Wheat, Barley,
Milo, Kaffir Corn, etc., for
NEW ENGLAND AND EASTERN TRADE
Send Samples—Write Us**Paul Kuhn & Co.**

Receivers and Shippers

GRAIN

Terre Haute and Evansville, Ind.

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of

Corn, Oats, Mill Feed

Ask for Prices

CONSIGN**WHEAT - CORN - OATS**

—TO—

DUMONT, ROBERTS & CO.

301-2 Cham. of Com., DETROIT

"The top o' the market to you."

L. E. SLICK

..Grain..

Call us for track bids
Consignments Solicited

Peoria -- Illinois -- Bloomington

Stockbridge Elevator Co.

Wanted good sound Ear Corn

Phone or wire your offering

JACKSON

MICHIGAN

CUBA

WE CAN SELL YOUR

CORN, OATSand OTHER GRAINS
advantageously through-
out the Island of Cuba.**VALLE, DUPEIRE Y CIA**

Teniente Rey 11 HABANA, CUBA

ARON & DESTEFANIS

Brokers on the

**Buenos Aires
Future Market**

Wheat Maize Linseed Oats

Buenos Aires, Sarmiento 385

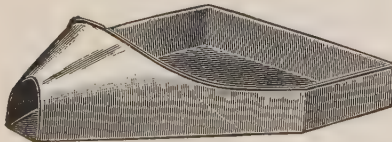
Cable Address: "Arondes"

S. J. BROWN

Grain Broker, Spokane, Wash.

Accounts from reputable grain
firms solicited.Solicit inquiries for Natural and Kiln
Dried Corn, Country White Oats**E. A. GRUBBS GRAIN CO.**

Greenville, Ohio

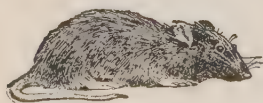
GRAIN SAMPLE PANSMade of sheet aluminum, formed by bend-
ing, reinforced around top edge with copper
wire. Strong, light and durable. The dull,
non-reflecting surface of the metal, which
will not rust or tarnish, assists the user to
judge of the color and detect impurities.

Grain Size, 2¼x12x16½", Price \$1.90

Seed Size, 1½x9x11", Price \$1.65.

Send All Orders to

GRAIN DEALERS JOURNAL, 305 S. La Salle St., CHICAGO, ILL.

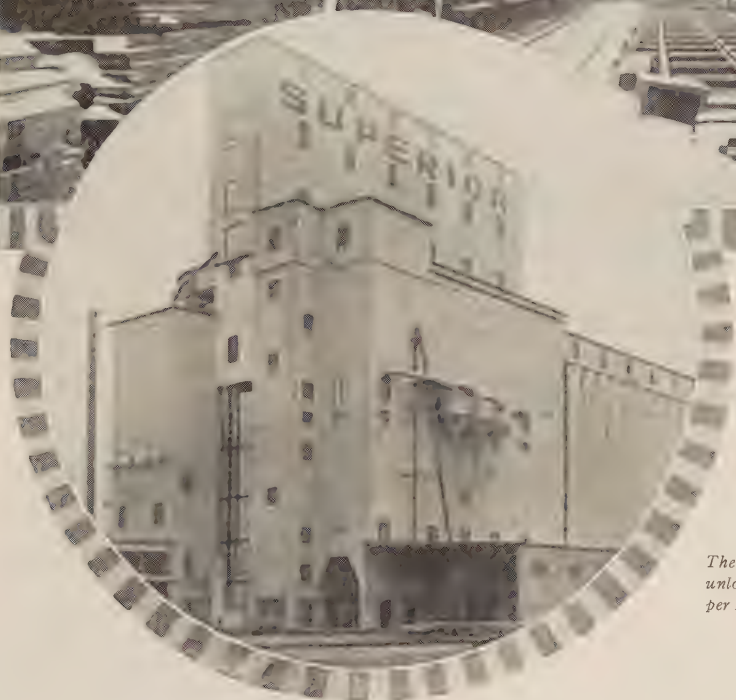
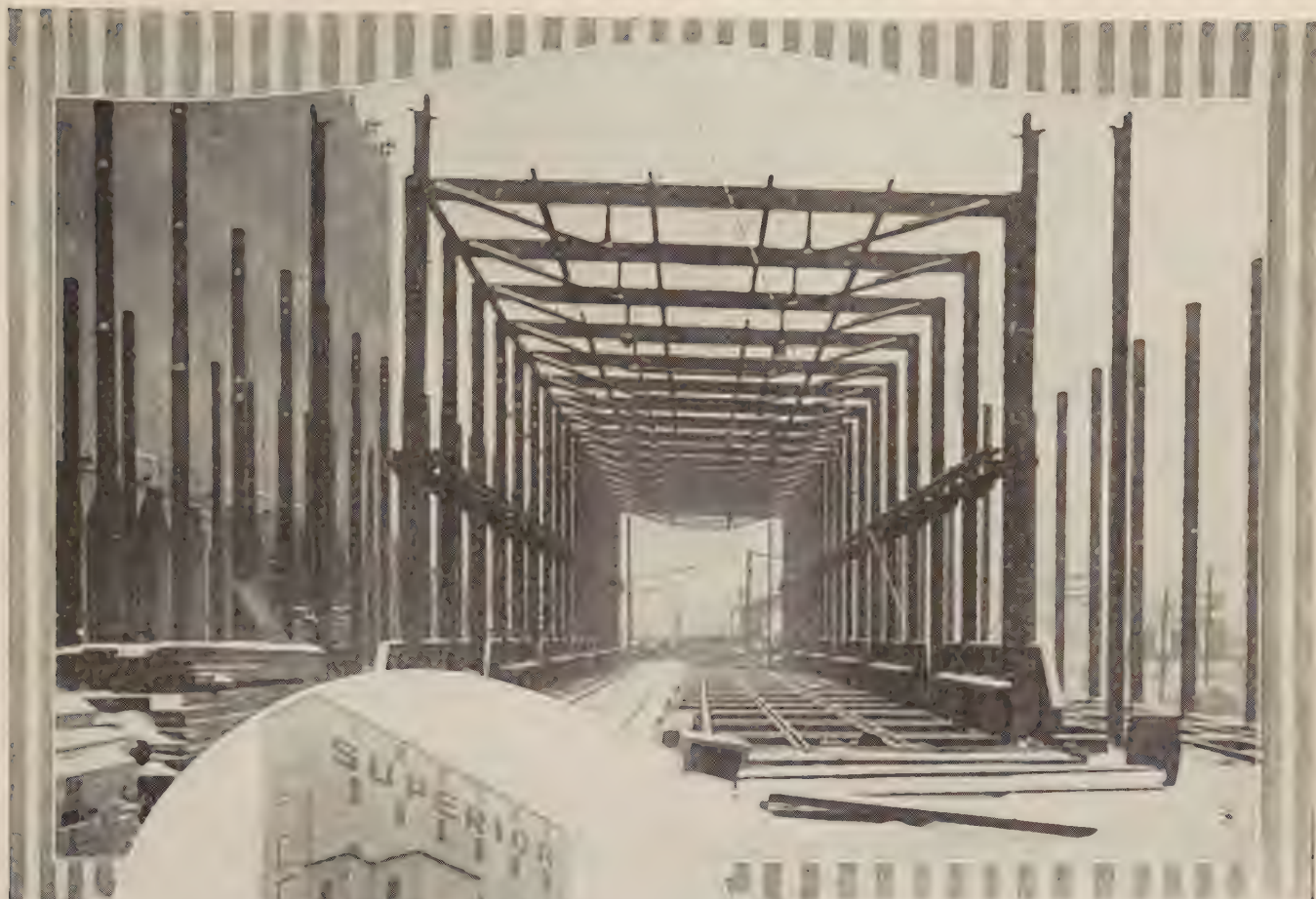


The Only Non-poisonous Rat and Mouse Exterminator in the World

Millions are using it in all civilized countries. Fully guaranteed.
Exclusive territories granted to responsible dealers or agents.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

THE BERG & BEARD MFG. CO., Inc., 100 Emerson Place,
BROOKLYN, N. Y.**RID
OF
RATS****DO IT NOW**Place your name and business before the progressive grain elevator
men of the entire country by advertising in the Grain Dealers
Journal. It reaches them twice each month.



ARMCO COVERED TRAIN SHEDS

The Superior Elevator at Buffalo has a capacity of 1,500,000 bus.; unloads boats at the rate of 25,000 bus. per hour, cars at the rate of 100 per 10 hours; shipping can be done at the rate of 25,000 bus. per hour.

No matter where you go you will find American Ingot Iron covered track sheds—structural steel, roofed and sided with rust-resisting Iron.

It means protection from exposure to rubber belts conveying grain from pits to receiving legs, besides protection for workmen unloading cars.

The Monarch Engineering Company, builders of the Superior Elevator, has a reputation for reliable

and efficiently operated elevators. They specify "Armco Quality" in accordance with a policy of the best in elevator construction.

Besides American Ingot Iron means economy in the long run. That it lasts longest under the most trying conditions of grain elevator operation means it lasts longest under all conditions.



The American Rolling Mill Co.
Middletown, Ohio

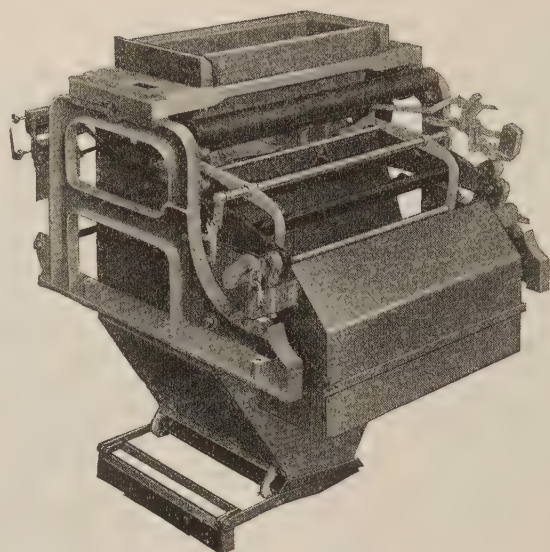


FULLY EQUIPPED

Self Operating
Self Adjusting
Self Compensating
Self Testing,
Check Counting
Type Registering
AUTOMATIC

IN EVERY SENSE
of the word
the

**ONLY
FULL
AUTOMATIC**



Will your new shipping scale be hand operating, —semi - Automatic or FULL AUTOMATIC? Richardson makes only the FULL AUTOMATIC and also the ONLY FULL AUTOMATIC. Will your new scale be strictly modern or only half modern? The 1920 New Richardson combines all the modern ideas of the world's most competent scale experts. —The New Richardson —the only Automatic in its class.

RICHARDSON SCALE CO.

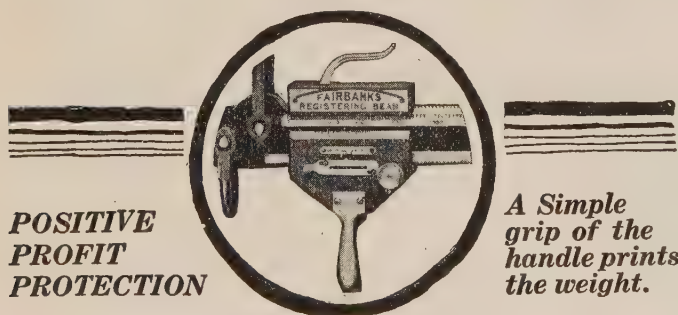
Chicago
209 So. State St.

Omaha
Keeline Bldg.

Minneapolis
413 S. 3rd St.

Wichita
147 N. Emporia

Factories: Passaic, N. J.



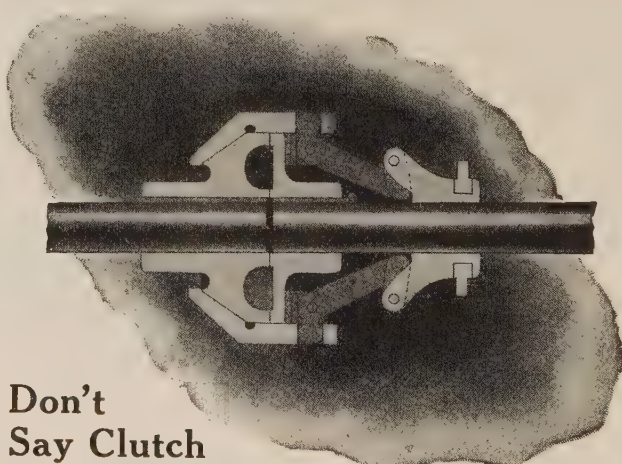
**POSITIVE
PROFIT
PROTECTION**

*A Simple
grip of the
handle prints
the weight.*

Fairbanks Type Registering Beam

Gives you authentic printed records of every load. Provides your customers with an exact duplicate. Adds to the feeling of confidence between you. Protects your profits. Increases your business. Can be put on any Fairbanks, Wagon, Stock or Auto-Truck Scale.

Fairbanks, Morse & Co.
MANUFACTURERS CHICAGO
Engines - Motors - Scales - Light Plants - Feed Grinders, etc.



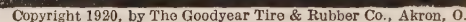
Don't
Say Clutch
Say **PEERLESS**

The PEERLESS Clutch a radically, differently constructed device for this purpose, was designed and proven to have more area of friction surface, less parts, simpler and perfect adjustment, greater stability and longer life. It is constructed entirely of metal of our own formulas and is so mechanically, perfectly assembled that proper lubrication reaches all friction surface. For high speeds and heavy duty we bronze line all friction surfaces in addition to the bronze bush sleeve, which is our standard equipment. The arrangement of links and levers is such that Clutch cannot be accidentally engaged or disengaged.

WRITE FOR DESCRIPTIVE CATALOGUE AND PRICES.

We carry a complete stock of Elevating, Conveying and Power Transmitting Machinery for Grain Elevators, Flour Mills, etc. We are also prepared to design complete Elevators and earnestly, solicit your inquiries.

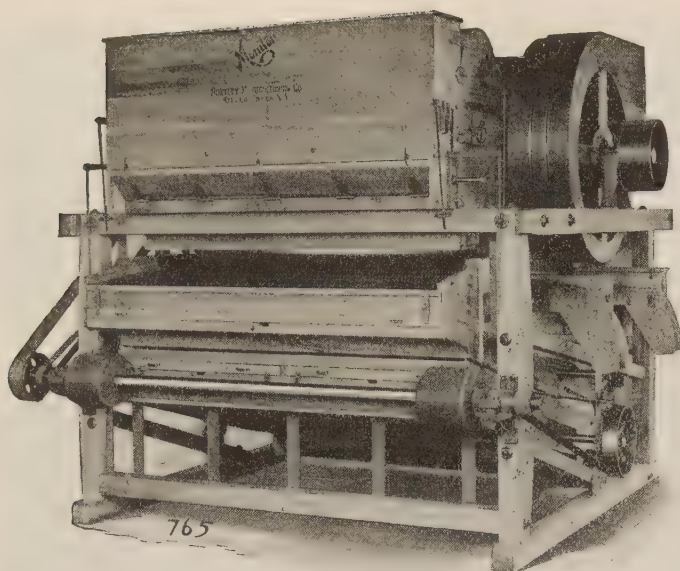
Essmuller Mill Furnishing Co.
1216-24 SOUTH 8th ST.
ST. LOUIS, MO.



Both Goodyear analysis and Goodyear Belts are at your service. The G. T. M.'s expert study of either a single drive or a complete plant installation is without obligation on your part. For further information about the Goodyear plan of plant analysis and the G. T. M., write to the Mechanical Goods Dept. of The Goodyear Tire & Rubber Co., Akron, Ohio.

BELTING • PACKING HOSE • VALVES

GOODYEAR



Just a Spout Would Answer

If you are content with a machine, which occupies the space of a good separator but which lets most of the dirt go through with the grain.

Not So With the

Monitor

It justifies its use by thoroughly doing the cleaning. Drop in almost any elevator and watch it. Ask the man in charge. Test it any way you choose. You will know "first hand" then.

It's the Grain Man's Best Investment

HUNTLEY MFG. CO.

Canadian Plant:
HUNTLEY MFG. CO., Ltd.
TILSONBURG, ONT.

Silver Creek, N. Y.

OUR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books
Attrition Mill
Bags and Burlap
Bearings { Ball
Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Conveying Machinery
Distributor
Dump
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers
Grain Tables
Gravity Cleaner

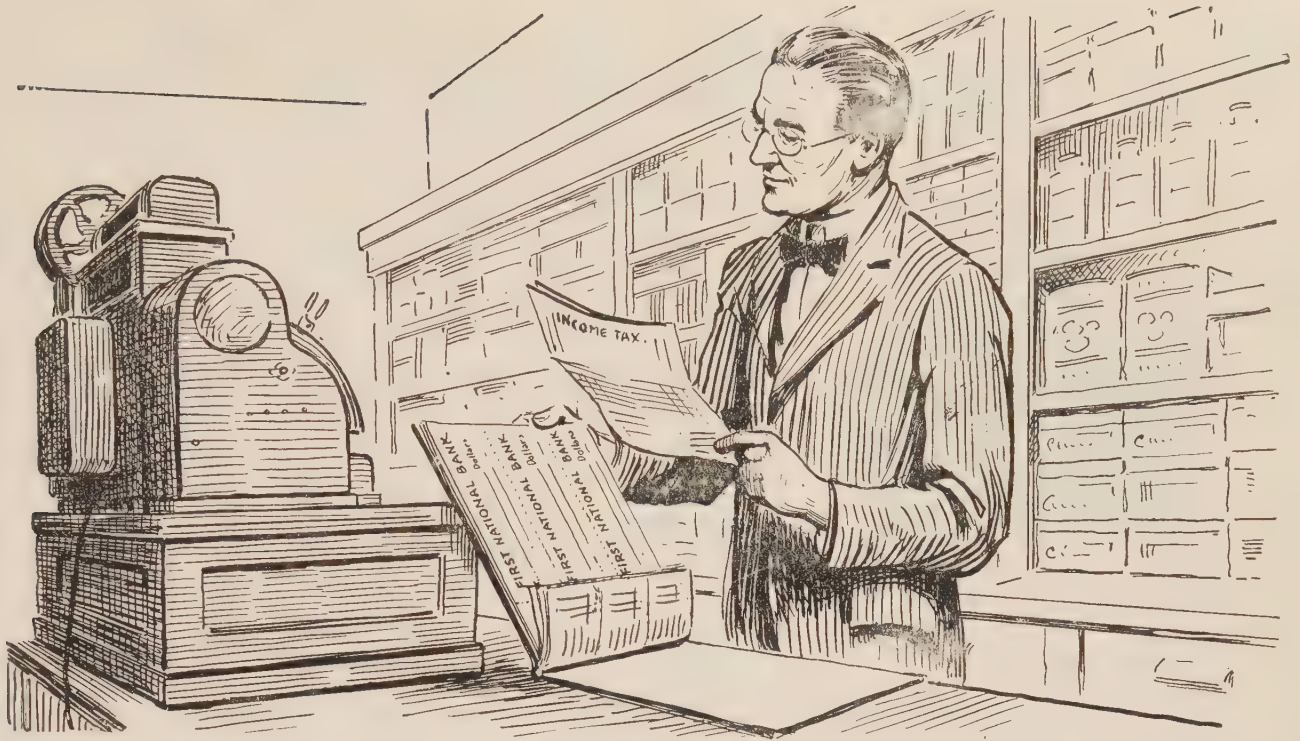
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Painting or Repairing
Portable Elevator
Power { Gas Engine
Kerosene Engine
Motors
Power Shovel
Rolls for Cracking Corn
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Sieves
Siding-Roofing { Asbestos
Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION 'BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



This merchant finds it easy to make out his income tax report

HE has a checking account at the bank and he uses an up-to-date National Cash Register.

From his bank check book and his bills he gets the cost of running his store, cost of merchandise bought, and a record of payments made.

From his National Cash Register he gets a record of ① cash sales, ② charge sales, ③ received on account, ④ petty cash paid out, and ⑤ clerks' sales.

These records give him control over his business every day of the year.

This merchant knows that his register records are complete and accurate, whether they are made when business in his store is quiet or when there is a rush of selling.

Without an up-to-date National Cash Register, these necessary figures would be hard to get, hard to keep, impossible to verify, and expensive to record.

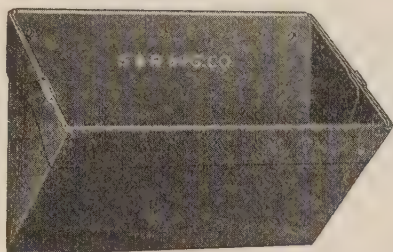
An up-to-date National Cash Register will give you the records you need to control your business.

The National Cash Register Company
Dayton, Ohio

Offices in all the principal cities of the world

Elevator Buckets for High Speeds

Minneapolis "V"



This bucket, "Minneapolis V", enjoys preference by those who desire efficiency in elevating.

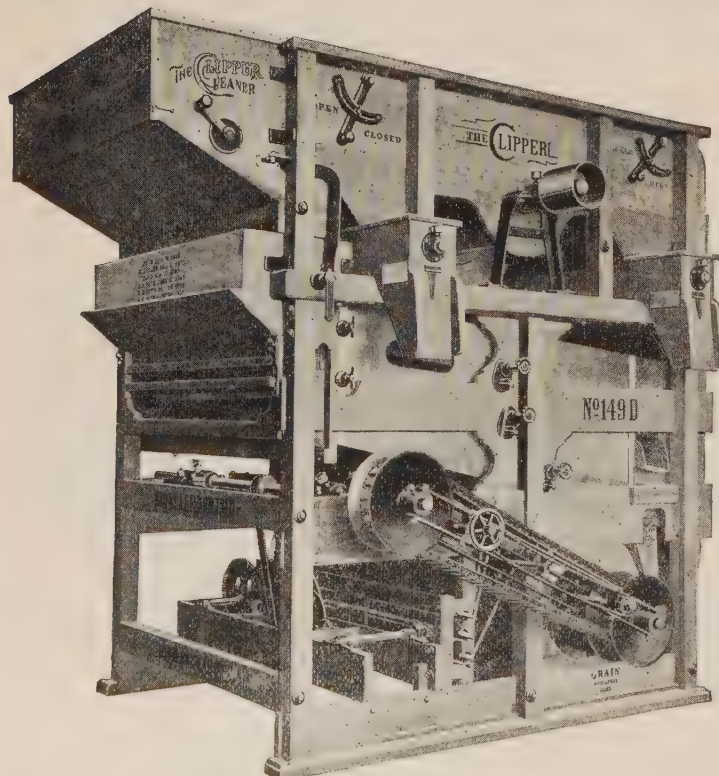
The "V" bucket can be set closer on the belt, and run at greater speed and greater capacity than any other bucket.

The fact that it delivers the entire load at head when loaded to full capacity should convince you, as it has others, that it is the solution of the elevating problem, all other equipment in the leg being of equal value.

Send for our catalog No. 18 which gives more information about this bucket and our other grain handling machinery.

Skillin & Richards Mfg. Co. 4516-60 Cortland Street **Chicago**

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER



No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

Ball Bearings on Exhaust Fans reduce friction, eliminate hot bearings and save power.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

A. T. FERRELL & CO.

Saginaw, W. S., Mich.

How Do You Judge Belting Service?

In selecting the belt that will deliver consistent performance over the longest periods, you must set a standard for comparison. That's simple!

Every time you buy belting that gives you less than the Rexall standard you lose money. For Rexall, with its heavy 37½ oz. fabric, built ply on ply; its basic double-stitched and inner-locked construction that defies ply separation; its sturdy and sinewy weave which holds hooks, bolts and fasteners so they can't work loose and pull out; the reinforced cushion-like edges that prevent edge abrasion, and the Rexall Preservative Gum, which keeps the belt pliable under every condition, serves longer with less trouble than any other belting we know of. For downright consistent service and economy the standard is

REXALL
DOUBLE — STITCHED
CONVEYOR and ELEVATOR
BELTING

Makes good **because** it's made good.

IMPERIAL BELTING COMPANY

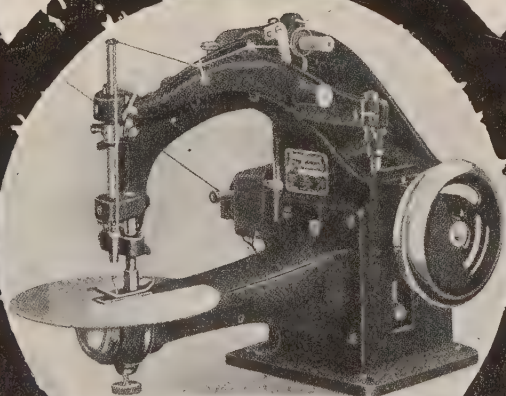
Factory and General Offices, CHICAGO

Branches, New York, Pittsburg, Detroit, Salt Lake City

UNION SPECIAL Power Sewing Machines

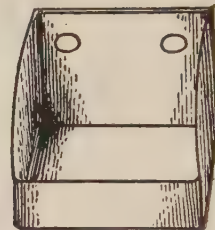
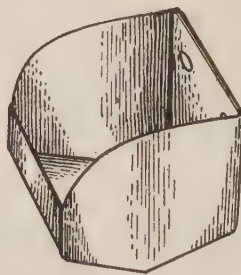
THE most modern and economic method of patching bags is to use the **UNION SPECIAL BAG PATCHING MACHINE.**

REMEMBER---A patched bag is as serviceable as a new bag.



**UNION SPECIAL
MACHINE CO.
422 N. Franklin St.
CHICAGO**

"D P" SUPERIOR CUPS



—the High Capacity, High Speed Cup

"D P" Superior elevator cups are not in the experimental stage; the actual performance of these cups is nothing short of remarkable. The combination of high speed, larger contents and reduced distance between cups results in a capacity four to five times that of ordinary cups of the same dimensions.

Results Obtained

Perfect discharge at indicated low or high speed.
A speed three times the ordinary.
Contents 25 to 40% more than ordinary cups.
Distance between cups reduced materially.
Higher speed, reducing size of equipment and eliminating gears,—reduction of power consumed and initial cost.

Responsible concerns can try this cup at our risk! Write us!

MOLINE MILL CO. SUPERIOR MILL MACHINERY
MOLINE, ILLINOIS, U.S.A.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.



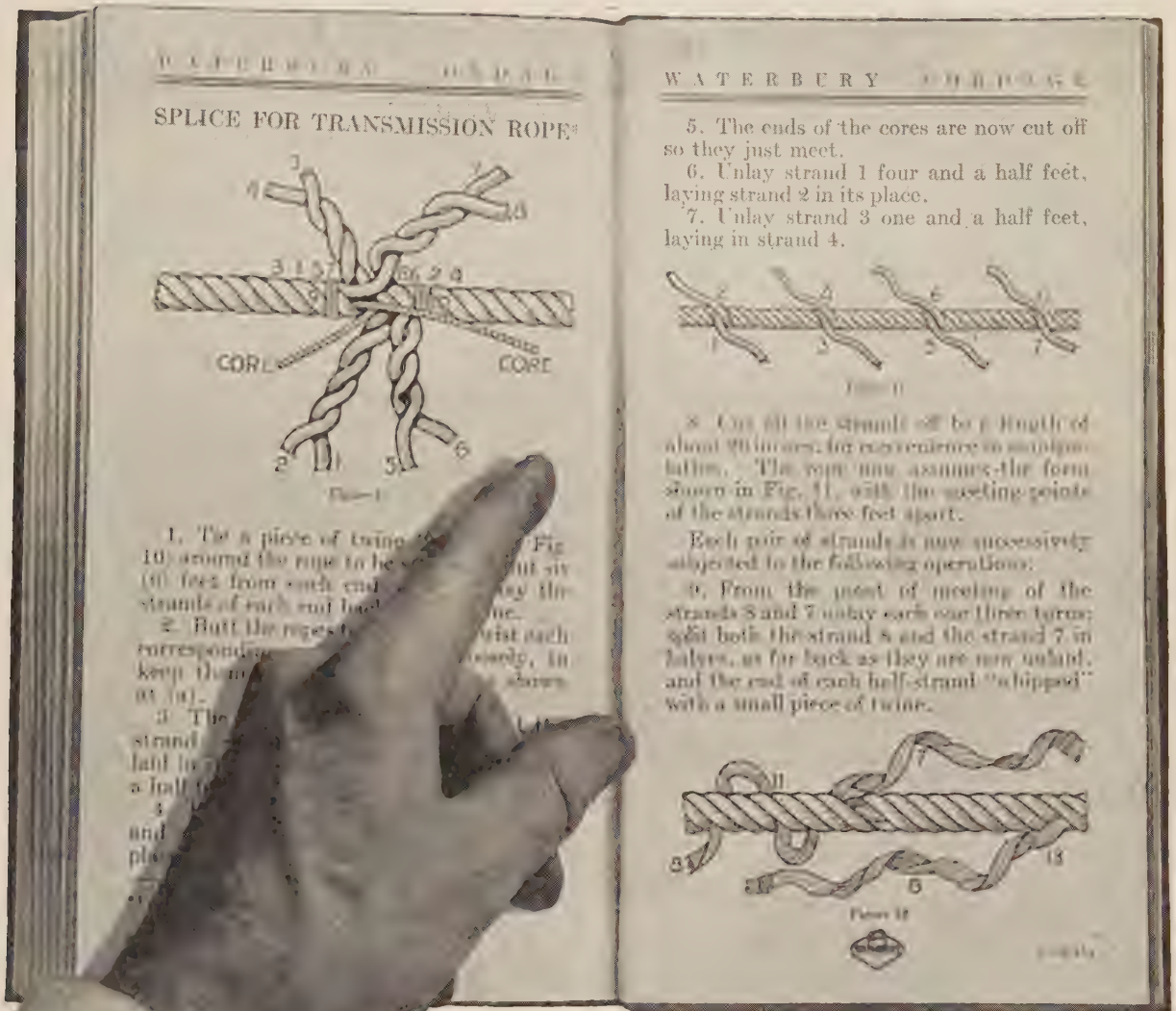
91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.

Waterbury Cordage



Economy in **first cost**
maintenance
floor space

—reason enough for a Waterbury rope drive. The difference in price per running foot between Waterbury Manila Transmission Rope and a leather belt, that will deliver the same horse power, would alone be conclusive argument. But added to that saving is the much lower upkeep expense of rope and the further advantage that a rope drive can be operated with long or short shaft centers, and is as efficient in vertical as horizontal drives, since slippage is practically eliminated.

Waterbury Manila Transmission Rope is made as perfect as the best fibre, machinery and workmanship can produce, and every coil is guaranteed. —reason enough for a Waterbury rope drive.

The Waterbury Rope Handbook contains a deal of valuable information on the use and care of transmission Ropes—and also everything else you need to know about rope of all kinds. A copy will be sent free at your request.

WATERBURY COMPANY

63 PARK ROW, NEW YORK

Chicago.....1315-1321 W. Congress St.
San Francisco.....151-161 Main St.

Dallas, Texas.....A. T. Powell & Co.
New Orleans.....1018 Maison Blanche Bldg.

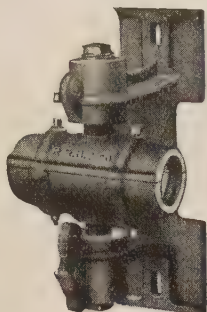
2348-W



ELEVATOR MACHINERY

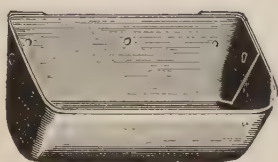
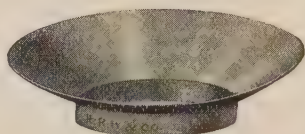
Direct from the Manufacturer

Lower Prices Guaranteed Equipment
Prompt Shipments



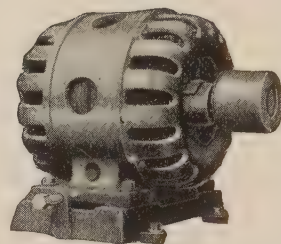
Iron, steel and wood pulleys
Rubber and leather belting
Elevator buckets and boots
Distributing and flexible spouts
Man lifts
Oil engines
Electric motors
Car movers
Scales

Sprocket wheels and chain
Transmission rope and sheaves
Power grain shovels, car pullers
Shafting, gearing, hangers
Spiral conveyor, wagon dumps
Friction clutch pulleys
Brooms
Corn shellers
Lifting jacks
Coal handling supplies



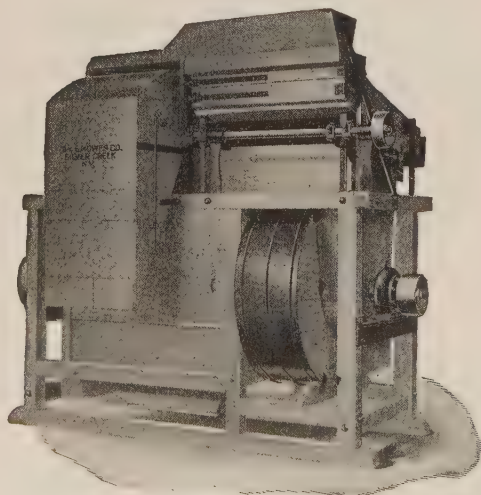
Howell Roller Feed Mills

We have the largest stock of ELEVATOR EQUIPMENT and SUPPLIES in the Northwest. Our prices and goods are right, and we want your business. Our GENERAL CATALOG E-119 and discount sheet will be mailed on request. Get your copy now.



R. R. Howell and Company - - Minneapolis, Minn.

Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.



Ask someone who owns one!

THE thing the owner of a "Eureka" admires most in his machine is its Constancy. He knows that he can always depend upon it to do satisfactory cleaning. It gives him Constancy in performance, and he gives it back Constancy in friendship. Thus do the manufacturer's sales grow by one owner recommending the "Eureka" to another.



"EUREKA"



OAT CLIPPERS

have distinguished themselves over a long period of years in the hands of men who insist that things must move with clock-like regularity, and who judge equipment by its ability to do good work 365 days a year.

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

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Ingeco Engines

*Throttling Governor
Kerosene*

Stand Up and Deliver Full-rated Power Burn Cheap Fuels

THE ideal engines for grain elevator service. Webster Ignition Equipment used exclusively. They are quick starting—economical in operation and upkeep—thoroughly dependable uniform speed under variable loads. Engines deliver full-rated power on gasoline, kerosene, or light distillates.

Before you buy a gas engine, read Bulletin AA. It will give you a few pointers on gas engine performance. We'll gladly mail you a copy free

Address:

**Worthington Pump and Machinery Corporation
309 Holthoff Place, Cudahy, Wis.**

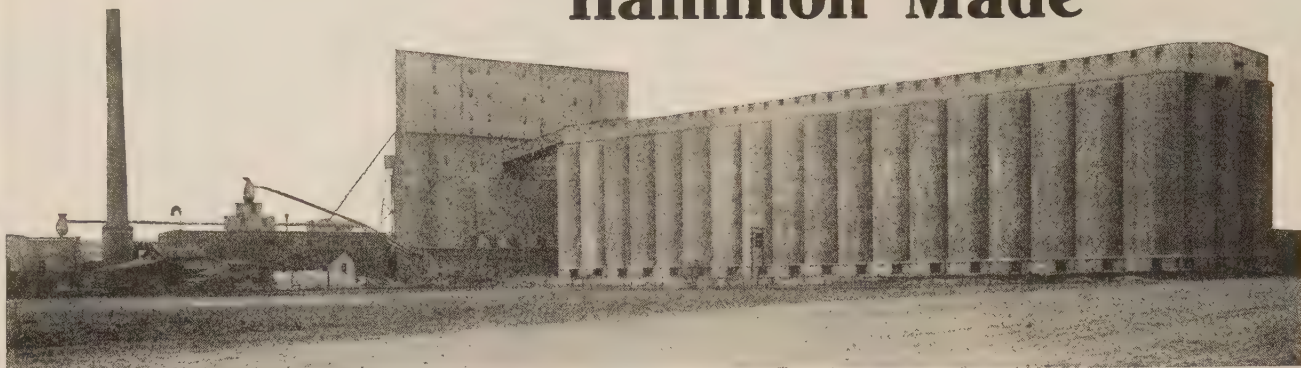
(Suburb of Milwaukee)

Executive Offices:

115 Broadway, New York City



"Hamilton Made"



Belting for Every Elevator Purpose

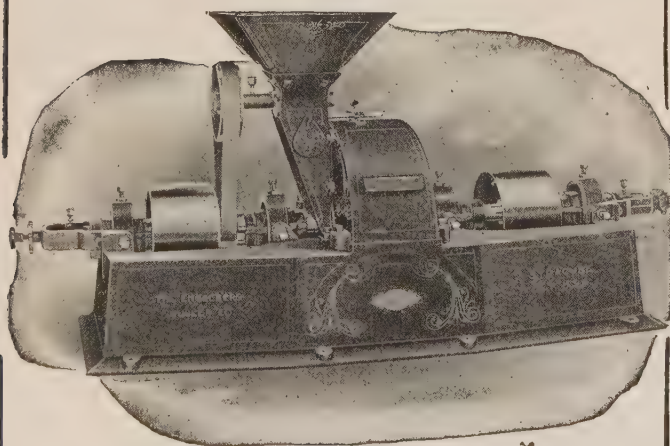
For years our study has been how to make the best Rubber Belting. The "Hamilton Made" brands are standard among elevator managers. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engines and Motor Drives. LAKEWOOD for Legs and Conveyors. Write for particulars.

Hamilton Rubber Mfg. Co., 218 No. Wells St., Chicago

Factories: Trenton, N. J.

Branches: New York and Philadelphia

You Cannot Judge A Mill by the Advertised Description

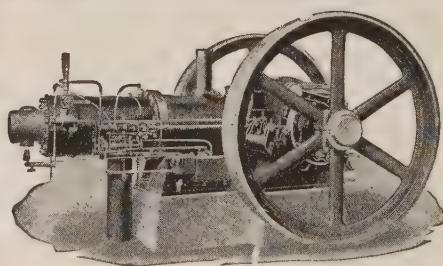


If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.

831 W. Fayette Street

SYRACUSE, N. Y.



Real Power—

the kind that you can depend upon at all times is the kind of power you want. And you want this kind of power as cheap as you can get it. The MUNCIE OIL Engine for many years has been giving satisfactory service in hundreds of country elevators. It should be in yours. Here are a few

Reasons Why

Lower Fuel Cost
Closer Regulation
No Shut-downs
More Power

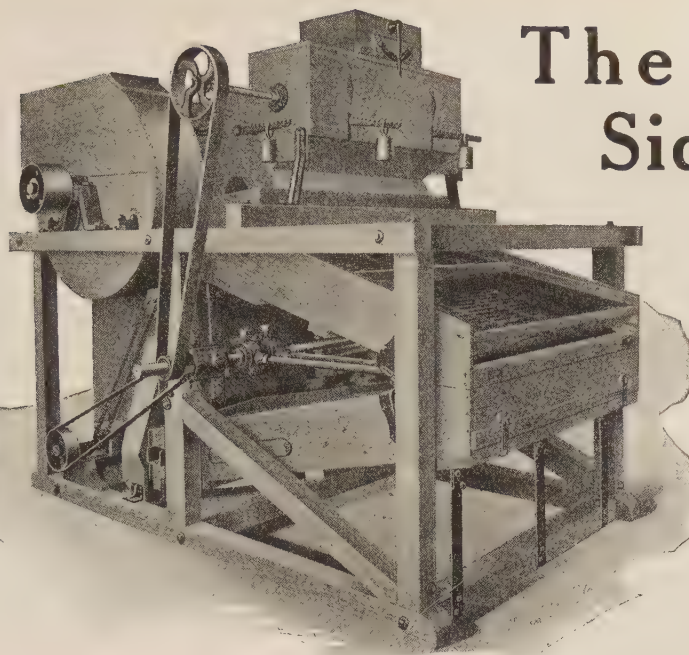
Steadier Power
Greater Reliability
Fewer Repairs
Lower Upkeep

Write for proof of facts.

MUNCIE OIL ENGINE CO.

518 JACKSON STREET

MUNCIE, IND.



The Latest Model Sidney Cleaner

The most important machine in an elevator or mill is the cleaner. When it works well, it saves grain and trouble in every progressive operation.

The latest model "Sidney" Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

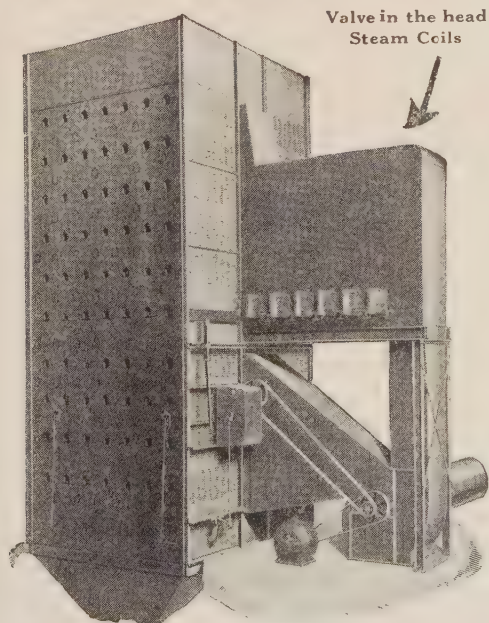
Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

Write for further particulars.

The PHILIP SMITH MANUFACTURING CO., Sidney, Ohio

MORRIS GRAIN DRIERS



Valve in the head
Steam Coils

BE PREPARED

BUY AN AUTOMATIC MORRIS

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

We Also Offer a Complete Line of Direct Heat Driers

"MORRIS DRIED SAME AS SUN DRIED"

THE STRONG-SCOTT MFG. COMPANY

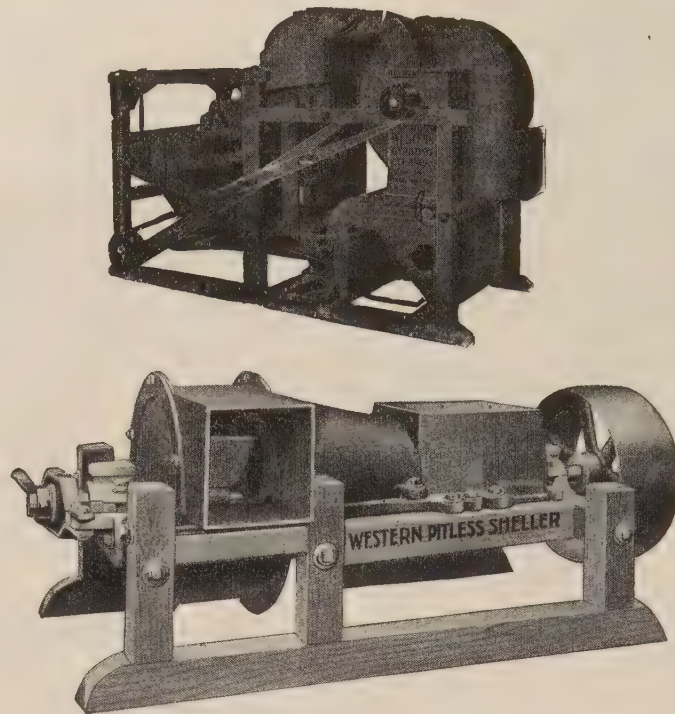
"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

MINNEAPOLIS

WINNIPEG

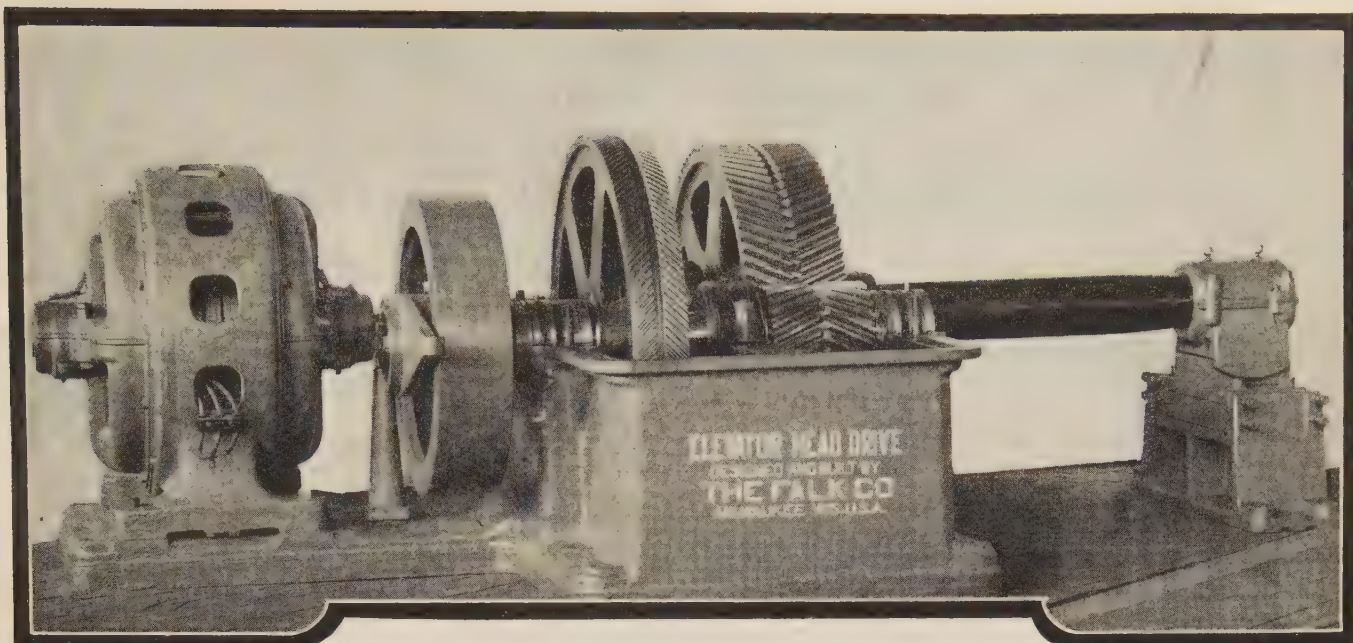


ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.



Ready for the World's Most Modern Elevator

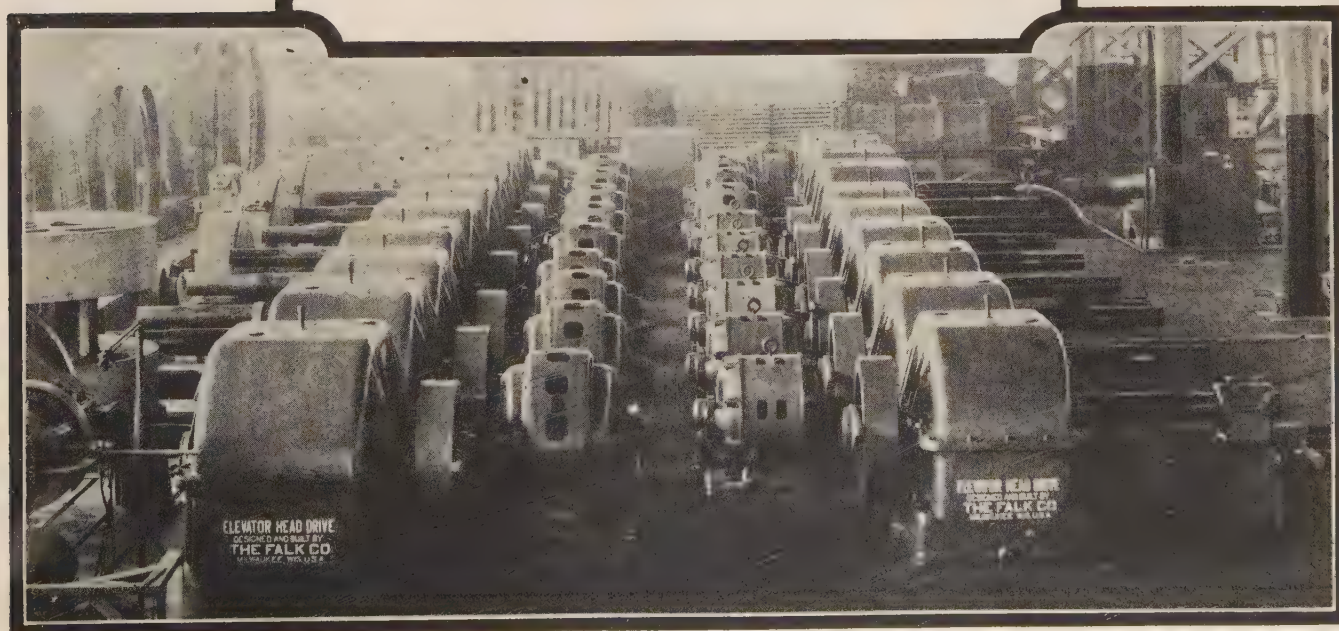
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

THE FALK CO.

Milwaukee, Wisconsin

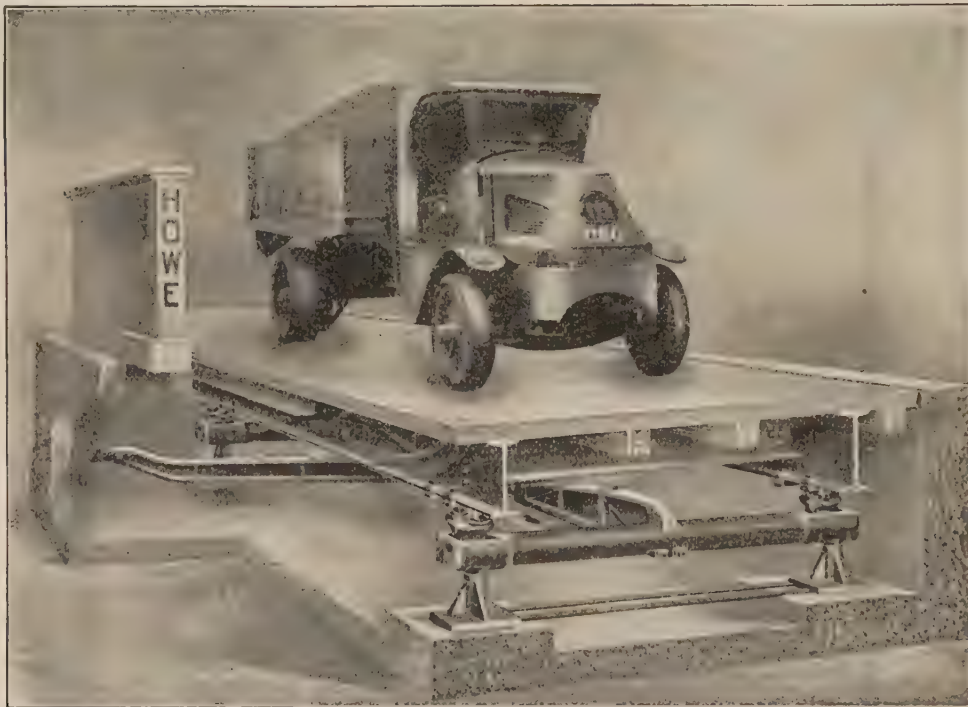


Howe Auto Truck Scales with Ball Bearing Platform

The large increase in the use of Auto Trucks throughout the country has created an enormous demand for Auto truck scales.

If you *buy* and *sell* by *weight* you want the best weighing device made. The HOWE will answer this description. The 1920 demand will be greater than the supply. *Get your order in early.*

H
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W
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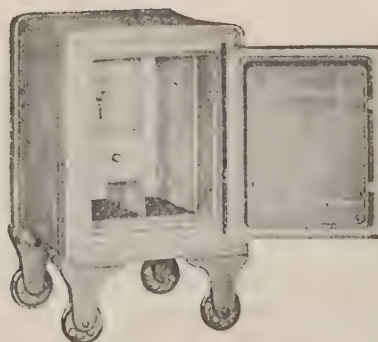
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Spiral Conveyor

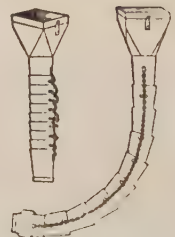


Flexible Spout Holder



Fire Proof Safes

Flexible
Loading
Spouts



All Styles Buckets

We carry large stocks of Pulleys, Belting, Sprockets, Transmission Rope, etc., for prompt shipment. When in need write us.

American Supply & Machinery Co., Omaha, Nebraska

SUCRENE FEEDS

The Feeds That Nourish The Stock

Bring Repeat Orders

Almost any feed can be sold to some stock raisers **ONCE**.

Sucrene Feeds are the "Come-Back-For-More" Feeds, because the quality is always there.

You have Sucrene reputation pulling for you all the time—the reputation that's based on 19 years of recognized leadership—more firmly established in the good will of the stock feeding world today than ever before.

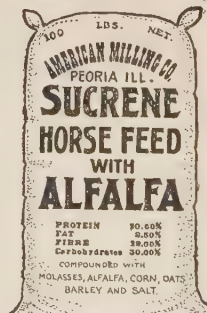
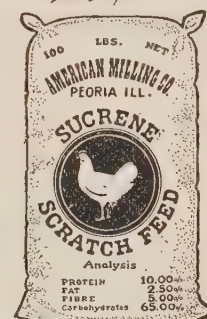
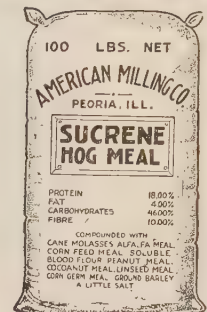
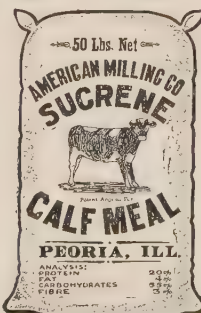
The Till Tells the Tale

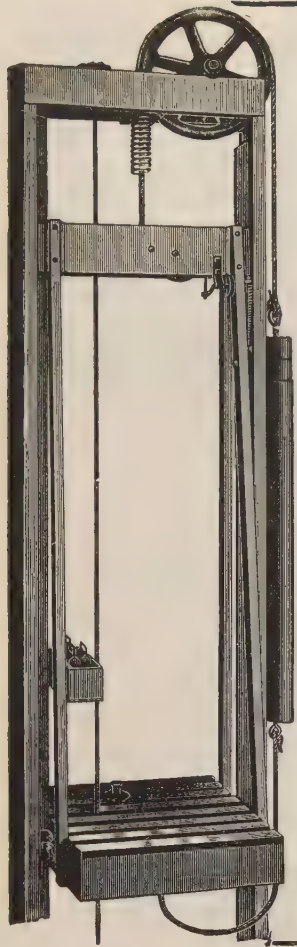
Keep your mind's eye on the Sucrene Line. In the near future our big new mill—larger, more modern, than the one destroyed by fire recently—will turn out Sucrene Feeds of standard quality which will be offered to the trade at money-making prices. Due announcement will be made to the trade.

Send in your orders for Sucrene Poultry Scratch Feeds. We fill orders promptly on the full line. Address Main Office, Peoria, Ill.

American Milling Company

Main Office and Mills - - - Peoria, Ill.
Southern Mill - - - Owensboro, Ky.





HOW MANY TRIPS

to the top of your elevator do you make in the course of a year? Make an estimate, and then figure the amount of time and energy you are wasting if your house is not fitted with an easily and cheaply operated manlift.

The CONSTANT SAFETY MANLIFT

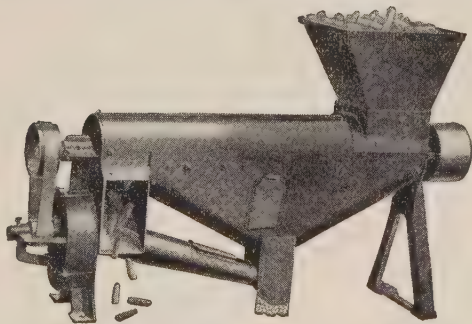
will eliminate this waste—and it will make the elevator and the elevator operator more efficient in every way. It is the easiest and cheapest operated manlift on the market, and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

A manlift reduces the insurance rate.

Ask for our catalog of elevator machinery.

B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.



Style A Triumph Corn Sheller

MODERATE IN PRICE

Triumph Corn Shellers shell corn thoroughly without breaking the cob or the kernels. They are well built and dependable, yet moderate in price because of their simplicity.

Bulletin with complete information upon request.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

DOCKAGE TESTER

Adopted by
U. S. GOVERNMENT

Present conditions demand accuracy in testing grain—your profits depend upon your tester. Don't take chances with experiments or guess.

THE EMERSON

is no experiment. It is used by all officials who must test times and under all

Can Be
Furnished
with Motor Drive

NEW KICKER

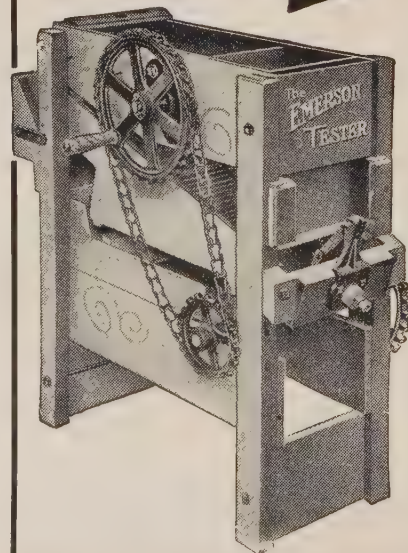
used by all grain men have accuracy at all conditions.

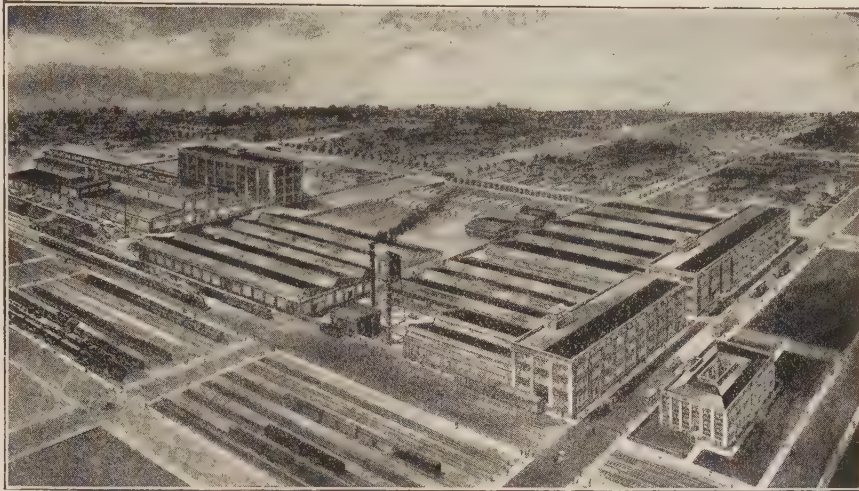
10,000 KICKERS

are now in use—the Government uses over 100—Line, Independent and Farmers Elevators all over find the Emerson dependable and a sure enough arbiter between seller and buyer on any dockage dispute.

Write for pamphlet and particulars.

Emerson Mfg. Co.
2819 Lyndale Ave. So.
Minneapolis, Minn.
Winnipeg, Can.





You Will Reap

*The benefit of our sixty years' experience in
the manufacture of High-Grade Feed
Mill and Grain Elevator Machinery
by installing the old reliable*

BARNARD-MOLINE LINE

You cannot afford to build a new
Feed Mill or Grain Elevator, or remodel an old
one without first investigating the many
valuable features incorporated in the
entire Barnard-Moline Line

Write for General Catalog No. G-38 on Feed Mill and Elevator Equipments

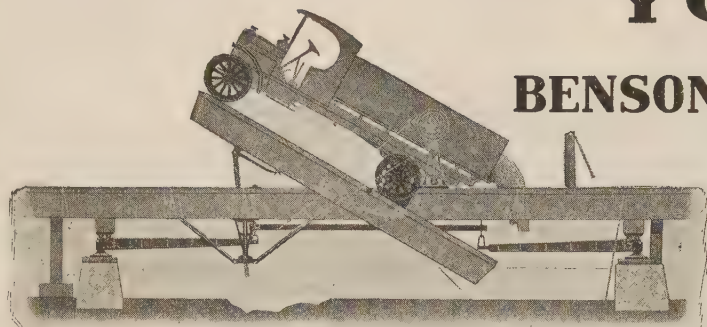
Barnard & Leas Manufacturing Co.

MOLINE, ILLINOIS, U. S. A.

"Builders of High-Grade Mill and Elevator Machinery since 1860"



YOU NEED A BENSON AUTO TRUCK DUMP



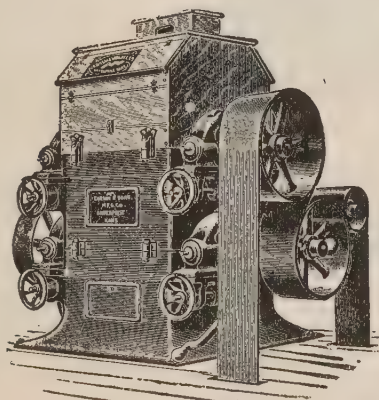
The most successful combined Truck and Wagon Dump made.

**HAND OPERATED
NO COMPLICATED MECHANISM
NO POWER CONNECTIONS**

Works more easily for either Trucks or Wagons than any old style wagon dump.

Grain Dealers Supply Co.

General Agents
MINNEAPOLIS MINN.



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.

Enterprise, Kansas

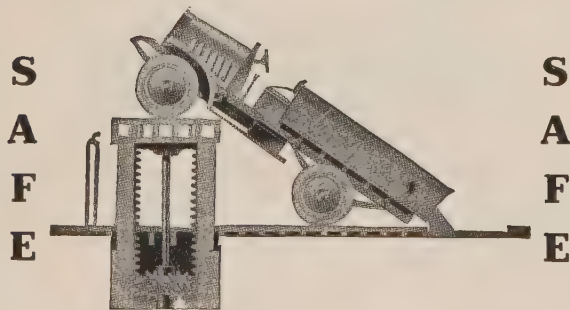
Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1/2 x 15 1/2 inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.50.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

**The Only Dump Made
on Sound Mechanical Principles**



TRAPP DUMPS

**Yours is ready for you.
WRITE ABOUT IT**

All Kinds of Elevator Machinery

TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

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OUR IMPROVED Railroad Claim Book

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you to prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

A is for Loss of Weight in Transit Claims.

B—Loss in Market Value Due to Delay in Transit.

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D—Loss in Market Value Due to Delay in Furnishing Cars.

E—Overcharge in Freight or Weight.

Forms A, B, C, D and E are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00

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Send all orders to

GRAIN DEALERS JOURNAL

305 South La Salle Street

CHICAGO, ILL.



Twenty Good Reasons why YOU Should Buy the Moffit Truck Dump—

1. There is no expense to operate it.
2. No power is required to operate it because it is automatic in its action, and the truck dumps itself.
3. You will have no expense of upkeep.
4. It is manufactured out of cold-rolled steel, which means strength and durability.
5. It will last as long as your elevator.
6. Nothing to wear out from use.
7. It is very simple and will not get out of order.
8. It will handle any load up to ten tons.
9. It will handle all trucks regardless of size or length of wheel base.
10. You can unload trucks as quickly as you can unload wagons.
11. It will unload trucks with greater ease than you unload wagons on your present equipment.
12. It does not interfere with your present method of dumping wagons.
13. It will operate smoothly, easily, rapidly and accurately.
14. There is no danger of accident to truck or truck dump in operation.
15. It can be installed in any elevator or mill at small expense.
16. It will prove a profitable investment because it is a time and money saver and a money maker.
17. Made in two types: No. 1, for log dump; No. 2, for platform dump.
18. Type No. 1 and Type No. 2 can be installed on any dump scale that is 18 feet or longer.
19. It has no crank to turn, no motor to burn out, no gas engine to balk, no air to compress, no tank to leak or blow up, no water to freeze, no wood to decay, no chains, sprockets, gears or anything else to get out of order and is always ready to do business.
20. You do not pay for it until you have tested it out and know, as we do, that it will do the work properly.

Automatic Truck Dump Company

Manufacturers

502 Grain Exchange Building, Omaha, Nebraska

Information of Value to Elevator Owners Will Be Mailed Free on Request—Write To-day

Globe Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL

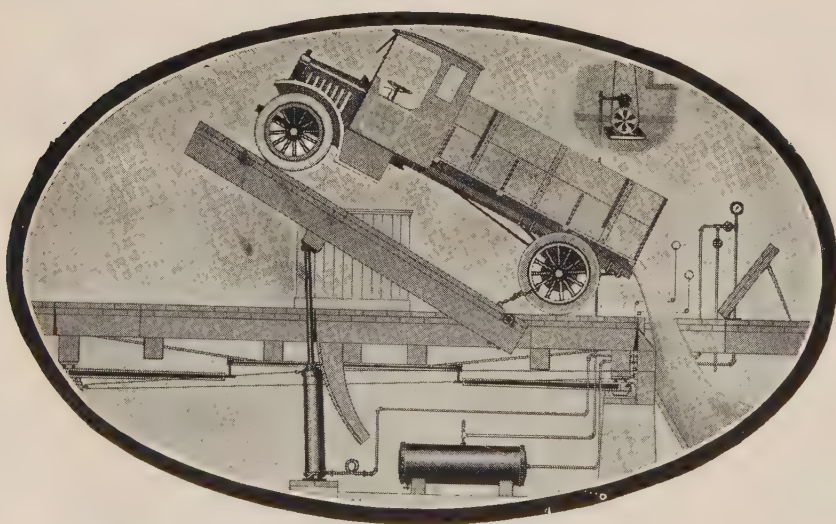
(SPENCER PATENTS FEB. 1919)

Should be in Every Elevator

- because it will dump truck, wagon or sled.
- because it is absolutely fool proof and free from accidents.
- because it can be installed on any make, type or size of scale.
- because the "dump-within-a-dump" feature enables us to operate with one power cylinder.
- because it is not necessary to start the elevator power every time a load is dumped—the storage tank holds sufficient air to unload a pit full of grain—then while elevating the grain the tank may be recharged.
- because power cylinder can be shifted backward or forward and either section raised or lowered slowly or speedily by the simple manipulation of valves and control lines located in scale room or on the work floor.

Write
for Prices

Give us the
type of scale
you have and
we will send
you blue-
prints of a
Globe instal-
lation.



CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.

TYDEN CAR SEALS

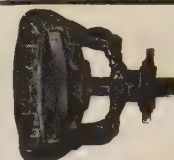
Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
10,000 SHIPPERS
Are now using them.

Write for samples
and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., CHICAGO, ILL.



A Tester Wants a Job
in your plant. These clutches will save you money power, time and trouble. Investigate today. A card brings our **Free Booklet**.
Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA



BUYING PAINT

Buying paint for the protection of metal surfaces from rust and wear is no longer a haphazard experiment. It is an important investment, worthy of serious contemplation.

With the high cost of labor in mind, the "cost per gallon" of paint is not the deciding factor, but how long does the paint last on the job?

DIXON'S Silicia-Graphite PAINT

has won an enviable reputation for long service with satisfied users in all parts of the world.

Graphite is not affected by sunlight, heat or cold, acids or alkalis, and it has no equal in withstanding dampness.

Silica is equally impervious and is to graphite paint what copper is to gold in a chain or watch-case. It resists wear and anchors the film. To secure these results, specify DIXON'S SILICA-GRAPHITE PAINT.

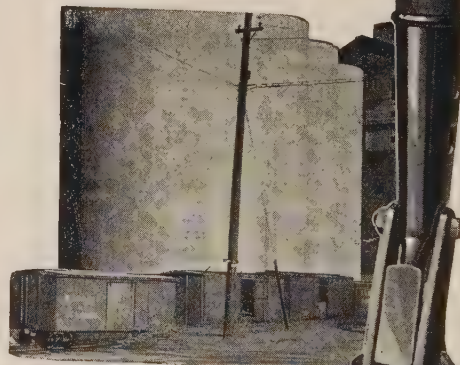
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Made in Jersey City, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY

ESTABLISHED 1827

NEW BADGER SLIP-PROOF SAFETY SPURS CAR MOVER

Insures Against Damage Claims



No slipping No injuries

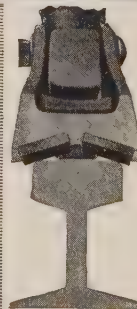
The slip-proof safety spurs of the Badger Car Mover make slipping and injuries out of the question.

The compound lever action turns the wheel steadily. One man can move a heavy car right along with the Badger. Let us prove it.

Try one 30 days.
No money in advance.

If you keep it, send us \$5.50, plus freight—if you don't we pay freight both ways and forget it. For sale by leading jobbers everywhere. If yours can't supply you, order direct.

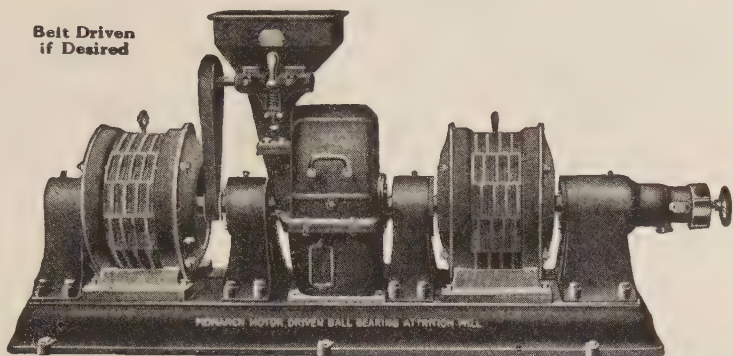
Advance Car Mover Co., Appleton, Wis.
Canadian Car Mover Co., Welland, Ont.



MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

SPROUT, WALDRON & COMPANY

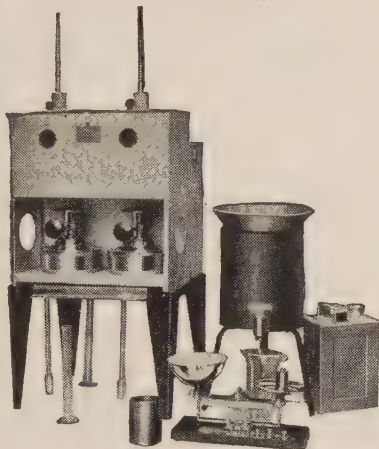
Mill Builders and Milling Engineers

Main Office and Works: MUNCY, PA.

P. O. Box No. 26

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Test Your NEW CORN With this Testing Outfit



Price complete as shown above \$38.25

We have this specially low price on this Two Compartment Flint-Brown-Duvel Testing Outfit, alcohol heated and including "Even Beam" testingscale. Electric heated slightly higher. Also 1, 4 and 6 compartment sizes.

Get our new free catalog

Testing Sieves, Scales, Grain Triers, Etc.

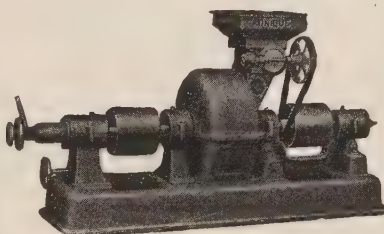
DE ROO GRAIN LABORATORIES
FLINT, MICH.

You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

WHO SAYS

feed grinding does not pay? One customer wrote us, "I installed the Mill March 18th, 1919. Up to Dec. 28th, 1919, have ground 1500 tons at \$2.00 a ton, making \$3,000.00. My power cost me \$700.00."



Wasn't That Profitable?

Buy a—

Unique Ball Bearing Feed Grinder

—the one that makes profits.

DO IT NOW.

Write

Robinson Mfg. Co.

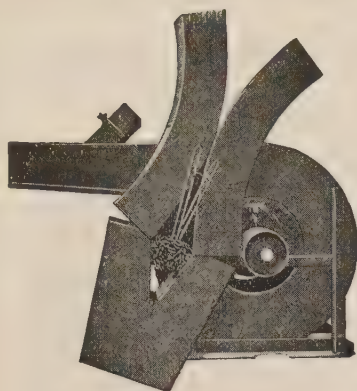
Muncy, Pa.

P. O. Box 411

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456 L. St. N. E. Minneapolis, Minn.
1131 S. 2nd St. Louisville, Ky.
79 Milk St. Boston, Mass.
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In everything pertaining to the grain and elevator interests this Journal tops the list, and we're in a position to connect you quickly with representative shippers everywhere.



"Good Bye Scoop"

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought EIGHT for eight of their elevators.

**Load Even Ear Corn
Without Scooping**

We have Portable and Stationary outfits for loading even EAR corn as well as loose grain into railroad cars without scooping. Our Boss Grib Filler, fills cribs with EAR corn by air. Compact, low down and shedded as easily as a binder. Quickly set up. Write today for our new catalog "GOOD BYE SCOOP," and our trial proposition.

MAROA MANUFACTURING CO., Dept. G, Maroa, Ill.



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



**WHEN EVERY AGENCY FOR
SAFETY OPERATION SAYS
"DO AWAY WITH DUST"
IT'S TIME THAT YOU LIS-
TENED TO REASON—**



The hundreds of thousands of dollars lost through dust explosions would equip every elevator in the country.

Don't be the next on the "Blow up list," but for the protection of the money invested in your business investigate our product.

**The New "1905"
Cyclone Dust Collector**

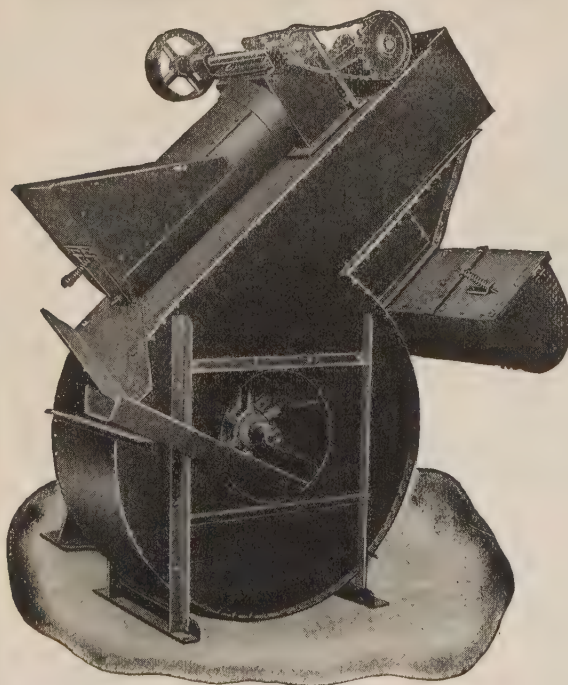
THE FACTS ARE MIGHTY
INTERESTING

**The Knickerbocker Co.
JACKSON, MICH.**

Randolph Grain Driers
DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

A better way to handle **GRAIN** is the Bernert Way

WHY?



Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

KENNEDY CAR LINERS

*Prevent Leakages
Avoid Claims
Save Money*

Used by Thousands of
Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**
SHELBYVILLE, INDIANA

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.

A Hole--You Must Buy a New One Unless IT'S A KEWANEE Renewable Bottom Loading Spout



You threw away your last loading spout and bought another because it had holes in it—holes on the bottom side where the grain strikes.

With a Kewanee Renewable Bottom Loading Spout you can replace the worn bottom plate for a few cents and the spout is as good as new. The Kewanee spout sections will out-wear a dozen new bottoms or a dozen new spouts of the ordinary kind, yet its cost is about the same.

Give us the size of your down-spout and the length of your loading spout and we will show you how to save. A rough sketch will help. It will cost you nothing. Send it in today.

You can see how much it will save

Kewanee Implement Co.

514 Commercial Street

Kewanee, Illinois

Distributors

Howe Scale Co. of Ills.
KANSAS CITY, MO.
General Service & Supply Co., Minneapolis, Minn.

Fairbanks Morse & Co.
OMAHA, NEB.

Kewanee
Spout Section
with bottom
plate removed



Pat. Pending

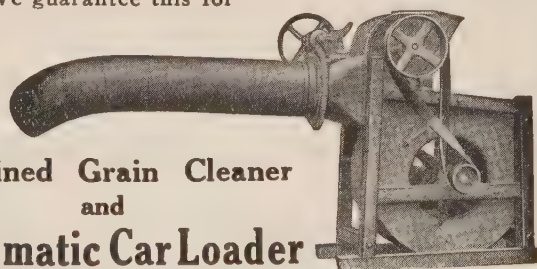
CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner
and

Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

EAGLE "MIKADO"



PENCIL No. 174



Regular Length, 7 inches

For Sale at your Dealer.

Conceded to be the Finest Pencil made for general use.

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U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



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Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
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An Efficient Leg in an Elevator Wins Half the Battle

More than a thousand elevators escape mixing grain by using a

HALL SIGNALING DISTRIBUTOR

and very many are doubling their capacity, reducing cost of operation and maintenance, and more effectively and conveniently doing the work without backlegging or choking by installing a

HALL SPECIAL

elevator leg with actual results after installation. Guaranteed by the

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.



For Accurate Moisture Tests use our Grain Dealers' Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN & TUBE CO.
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Automatic Dump Controllers!

You have never seen me?

Do not ever let yourself hear you say that, because there are very few modern elevators without me. WHY? Because they need service. Anything that is not serviceable in this day and age is soon discarded. But when you know me—I'm always at your service. I increase your business because of the easy manner in which I handle your dump. The Farmer likes me because I don't let the dump down jerky, and frighten his horses. I'm your friend. When you get tired of the old dumping device and are looking around for something 100% efficient, you'll find a friend in need is a friend indeed.



But don't wait too long.

Procrastination is the thief of time.

Now is the time.

Circulars upon request.

L. J. McMILLIN

525 Board of Trade Bldg. INDIANAPOLIS, IND

Put Your Name

where every progressive grain dealer will see it and keep it there.

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Grain Dealers Journal

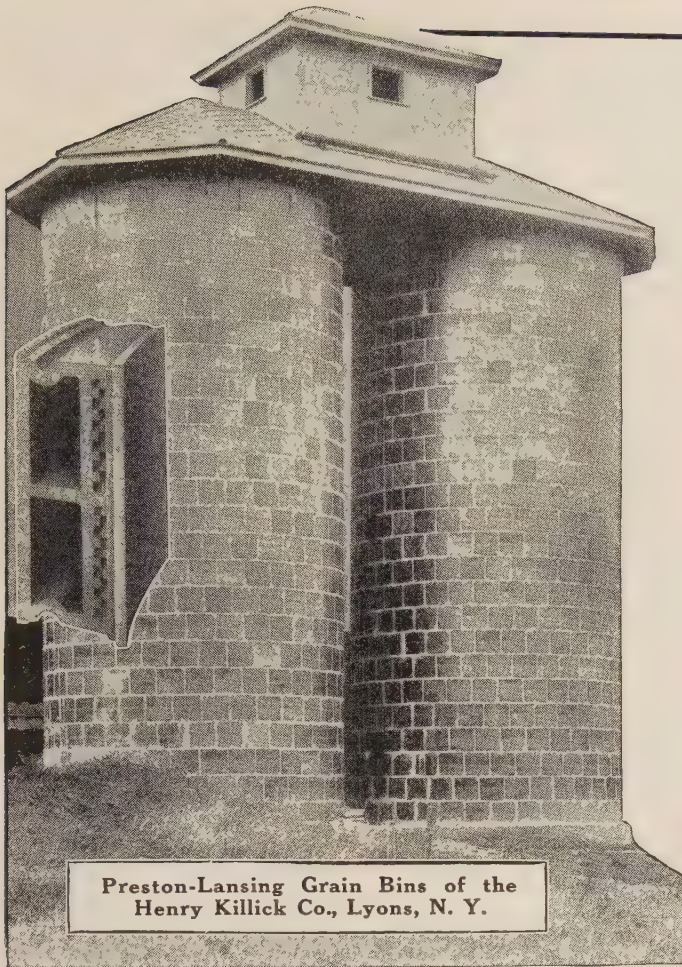
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Separators Scourers Packers Dust Collectors

QUALITY AND SERVICE
ALWAYS

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Preston-Lansing Grain Bins of the
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Preston Lansing Tile Grain Bins

are moisture proof, frost proof, vermin proof and fire proof. Our special method of construction, bracing block against block, makes a bin that is practically indestructible. Between each tier of blocks is a steel rod embedded in a thick layer of cement, giving added strength.

Permanent---Economical---Safe

Preston-Lansing Grain Bins are cheapest in the long run. They give year-in, year-out service with little or no upkeep. The patented Preston-Lansing Block, with its dead air spaces, protects the grain from extremes of temperature. It gives a beautiful smooth finish inside and out that resists decay.

Let us tell you more about Preston-Lansing Bins. Write for our catalogue and prices.

J. M. PRESTON CO.

Dept. 418

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Farmers WANT *Ankorite* ^{steel} _{drive} Posts

MILLIONS of practical farmers are reading hard-hitting facts about Ankorite Steel Drive Posts in all of the leading farm magazines. They know the posts and they want them—and they want to buy them from YOU.

We're getting inquiries from thousands of farmers who want to know where they can buy Ankorite Posts. Many of them come from your territory—can we refer them to you? An Iowa dealer writes:

"Please ship us at once 1000 more of your 6 foot 6 inch line posts. We're sold out and the farmers are crying for more posts, so please rush the order and we will do our part."

Dealers who began by ordering a few hundred Ankorite Posts are now ordering carload lots by wire! They can't get them fast enough to meet the demand.

Take advantage of this big, smashing, money-making opportunity. Some live wire dealer in your territory is going to make a lot of money through the exclusive sales rights for Ankorite Posts—and we're going to get behind him with all of the resources of the Calumet Steel Company to help him sell posts as he never sold them before.

We want *you* to be that dealer. Sit down right now and drop us a letter or postcard. Just say "Send me details of your dealer proposition and co-operative sales plan." We'll do the rest.

Calumet Steel Company

208 So. La Salle St., Dept. 9

CHICAGO



**"Some
Post!"**

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DON'T DELAY BUILDING!

We give you QUICK ACTION

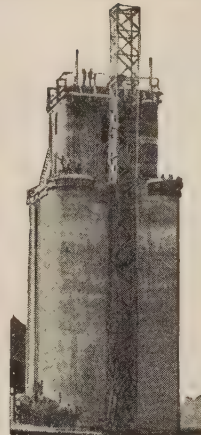
Builders of

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A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

Reliance Construction Co.

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R. C. STONE ENGINEERING CO.
320 MERCHANTS EXCHANGE
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DESIGNERS AND BUILDERS OF
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Mills and Warehouses
Especially Designed for Economy of
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Your Individual Needs
are respected when your elevator
is designed and built by
W.H. CRAMER CONSTRUCTION CO.
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Write for Details of Our System

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We make plans and build up-to-date
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IF you wish to build your elevator
right, my eighteen years experi-
ence is at your command.

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MINNEAPOLIS MINNESOTA

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Designers and Constructors of
GRAIN ELEVATORS
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Say you saw it in the
Journal
When you write our advertisers
Thanks



R. E. Jones Co., Wabasha, Minn.

We have the most complete
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for the construction of

**GRAIN and COAL
ELEVATORS**

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GRAIN ELEVATORS, MILLS, STORAGE

22 years in one line. 1200
successful plants. We have
built in every state in the
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not use elevators. Our service
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STORAGE BINS
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JACKS
For Lifting Concrete Forms

12 Years of Service
Over 4,000 in Use

NELSON MACHINE CO.
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Old elevators made almost new at lowest prices.
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We can furnish and install equipment in old
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Any Size or Capacity

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**To BUY or SELL
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Place an adv. in the "W-nted" or "For Sale"
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Protect Your Interests

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*Mr Grain Man
Going to build?*

Our permanent, all-steel forms and equipment
reduce the cost of construction for others. We
will build a better structure at a lower cost
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THE MONOLITH BUILDERS, Inc.
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REINFORCED CONCRETE ELEVATORS
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Write for booklet on
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WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to
everyone connected with the grain trade. If you desire to
buy or rent, sell or lease an elevator or anything used by grain
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want will soon be satisfied.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

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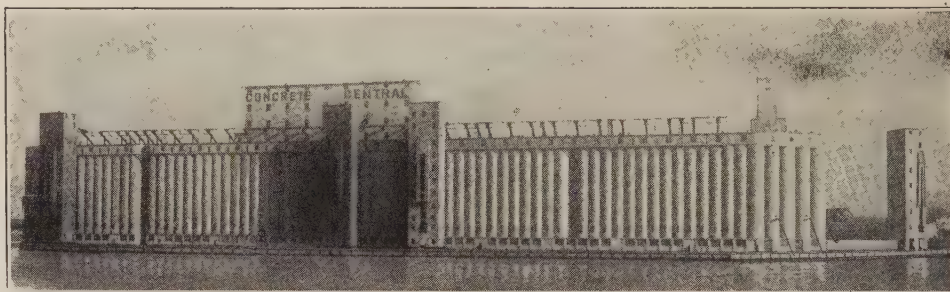
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Monarch Built Elevators

assure you economical design, first class work, efficient operation.

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Let us Submit Designs and Prices



Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.

THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Capacity
5,000,000 Bushels

Designers and Builders

GRAIN ELEVATORS

IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager



"We have built for many of your friends. Eventually we will build for you. Why not now?"

GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

FOR

The Grain Growers' Grain Company, Limited.

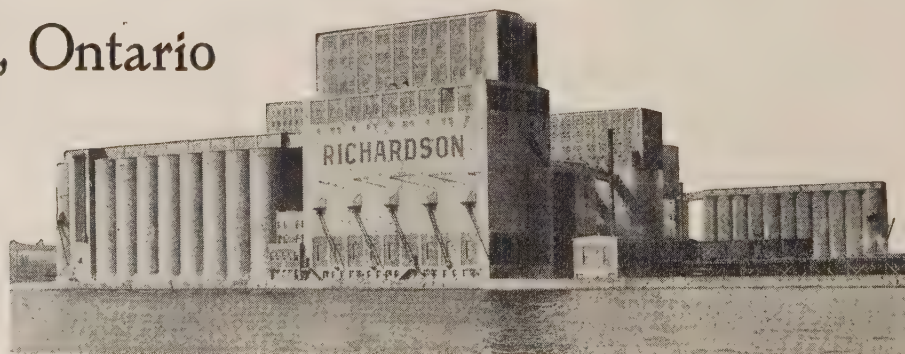
The Saskatchewan Co-operative Elevator Co., Limited.

The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William, Ont., Duluth, Minn.
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Elevator No. 2

**Manchester Ship
Canal Company**

Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., *Grain Elevator Engineers*

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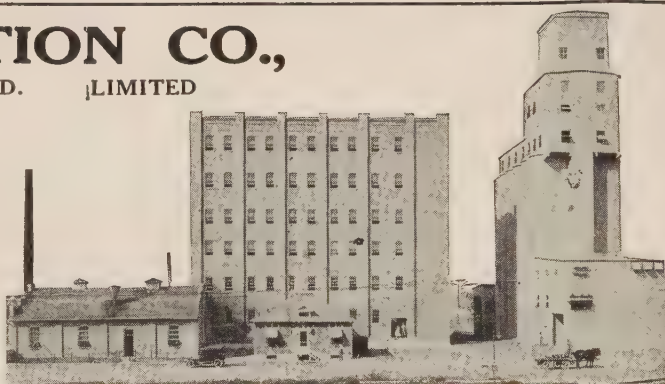
FORMERLY FEGLES-BELLOWS ENGINEERING CO., LTD. LIMITED

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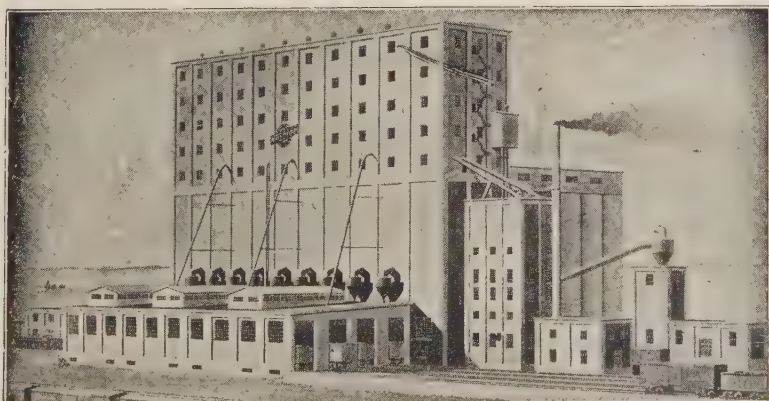
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.



The 1,250,000 Bushel **C. & N. W. Elevator**

at

Council Bluffs, Iowa

is the latest acknowledgment of our
capabilities as Grain Elevator Engineers
and Constructors.

WITHERSPOON-ENGLAR CO.
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

OHIO COUNTRY ELEVATOR for sale. Cash, or will exchange for a farm. Address: H. F., Box 1, Grain Dealers Journal, Chicago.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

25,000 BU. CRIBBED elevator in N. D. on Great Northern R. R. with Coal and Flour and Feed business for sale. Address: Chance, Box 9, Grain Dealers Journal, Chicago.

2 SOUTHWESTERN OHIO elevators for sale. In very good grain territory. Also coal and feed business. Can ship Big Four and Erie R. R. Address S. W. O., Box 3, Grain Dealers Journal, Chicago.

14 BIN CRIBBED Elevator, only \$2500. Liberal terms. Excellent location. Electric power and lights. A-1 condition. It is a snap. Located at Marshall, Wisc., on C., M. & St. P. Ry. Address: D. V. Hales, Station "A," Milwaukee.

N. W. OHIO elevator, coal, hay business and residence property included, for sale. Good town, no competition. Will consider good farm in trade if properly located. Electrical power. Address Competition, Box 2, Grain Dealers Journal, Chicago.

50,000 BU. CRIBBED ELEVATOR for sale. Own ground and private switch. In best oats, corn and wheat territory in Illinois. Side lines of Coal, Salt and Feed. Doing fine business. Good reason for selling. Address: Cribbed, Box 1, Grain Dealers Journal, Chicago.

CENTRAL IOWA elevator for sale, 12,000 bu. capacity. Located on M. & St. P. R. R. Doing good business. Handle grain, coal, flour, mill feed, salt and fence posts. No competition. Price \$3,500.00 if taken before March 1, 1920. Address P. O. Box 34, J. F. Weaver, Gifford, Iowa.

SOUTH DAKOTA 40,000-bushel cribbed elevator, machine shed, corn crib and coal sheds for sale. Clear title. Located on Watertown, Sioux Falls Railroad and handled by Great Northern. Handles upwards of 100,000 bushels annually. Possession can be had within 30 days. For further particulars address Watertown, Box 3, Grain Dealers Journal, Chicago, Illinois.

SOUTH DAKOTA. 35,000-bushel capacity cribbed elevator, new construction, for sale. Modern equipment. Accessible to C. M. & St. Paul Railroad. Located in one of the best farming countries of the state. New territory. No competition. Price \$20,000.00, including modern seven-room dwelling. Address Dwelling, Box 3, Grain Dealers Journal, Chicago, Illinois.

N. DAKOTA, 20,000 Bu. Capacity Elevator 12,000 bu. annex for sale, motor driven. Storage for 200 tons of coal in addition. Equipped with all modern machinery. Receipts up to 60,000 bushels annually. Easily accessible to Duluth and Twin Cities, located on N. P. R. R. in good town which has good schools and churches. Young man who knows the business and is a hustler can greatly increase the business. Present owner too old to give business proper attention. Address Annex, Box 3, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

LINE OF ELEVATORS for sale; part of them on the Wichita Falls; part on S. F. in N. W. Okla. One in Texas on S. F. Will sell one or all. Bargain, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR in North Central Iowa for sale. Good coal, flour and feed business in connection. Located in excellent farming country and good territory. Address: Excellent, Box 11, Grain Dealers Journal, Chicago.

8,000 BU. CAPACITY ELEVATOR with good farm implement business for sale. Advancing years and death in firm makes it advisable to sell. Good grain locality. Excellent business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

GENERAL ELEVATOR and feed business for sale, 1st class attrition feed grinder in connection. Also handle coal, farm machinery, fencing, building supplies, etc. No competition. Excellent business. Address: Field, Box 8, Grain Dealers Journal, Chicago.

CONTROLLING OR MINOR INTEREST in large wholesale and jobbing grain business, for sale. Modern terminal elevator and warehouse. Management and salary to buyer. \$40,000.00 will handle. Must be clean citizen and thorough business man. Business began 9 yrs. ago with \$20,000.00. Net earnings including salary have exceeded \$125,000.00.

Address Box 1282, Lincoln, Nebr.

75,000 BU. frame iron clad elevator for sale. 60 miles north of St. Joseph, Mo., on Wabash R. R. New Electric motor power, new combined sheller and cleaner, 14 in. x 7 in. Buckets for ear corn, Howe Dump Scale. 1½ acres of private ground with warehouse adjoining elevator goes with it. New stove in office, new adding machine, fire proof safe, portable platform scale. Only elevator in town. For quick sale at \$6,000.00. W. C. Bailey, 433 Railway Exchange Bldg., Omaha, Nebraska.

BIDS WANTED.

BIDS WANTED for 40,000 bu. capacity Concrete Elevator with 2 dumps, 2 legs, manlift, cleaner, automatic scale and 25 h. p. engine. Plans and specifications on file at this office after Jan. 1, 1920. Time has been extended for bids until Wednesday, Feb. 25, 1920. Woodland Farmers' Elevator Co., Woodland, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

ELEVATORS WANTED.

WISH TO BUY GOOD ELEVATOR in Eastern Colorado, Western Nebraska or Western Kansas. Address with full particulars, Denver Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR located in Central Illinois Wanted. Must be in A-1 condition, doing good business. Address with particulars, "Hawarden, Box 1," Grain Dealers Journal, Chicago.

15 OR 20,000 BU. elevator wanted in Northern Ind. or N. E. Ohio. Full details requested 1st letter. Address: Hoosier, Box 8, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS OR INDIANA elevator wanted. Negotiations strictly confidential. Must be worth the price asked. C. A. Burks, Smithson, Ind.

30,000 BU. elevator wanted, that is located in Kansas. Must be good proposition. Address with particulars: Kansas, Box 12, Grain Dealers Journal, Chicago.

WANTED TO BUY FOR CASH Elevator in good sized town in Northern Illinois or Iowa. Give full details in first letter. Address L. F. Box 3, Grain Dealers Journal, Chicago, Illinois

WANTED to buy by competent experienced grain man active interest in Indiana or Illinois corn and oat elevator to handle 250,000 to 400,000 bushels. Address Corn and Oats, Box 3, Grain Dealers Journal, Chicago.

WILL PAY CASH for good, clean, Iowa elevator business, shipping not less than 125,000 bushels. No objection to coal or feed. Give particulars in first letter. A. A. Cook, 512 West Linn Street, Marshalltown, Iowa.

IN SASKATCHEWAN, Canada, 320 acres land. Will trade for Indiana elevator, description on request. Address Ed. Lee & Son, Crawfordsville, Indiana.

ELEVATOR WANTED for cash, preferably located in Ohio or Indiana where there is first grade high school. Must be modern, doing good business. No objections to side lines. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED TO BUY, half interest in a good well located elevator in North Dakota or Montana, and take management of same. Ten years' experience in the grain business in North Dakota, the last seven as manager of a Farmers Elevator. Am married, 32 years of age. Best of references and bond. Address Management, Box 2, Grain Dealers Journal, Chicago.

LARGE CRIBBED ELEVATOR Wanted, in good condition, which would be good to wreck and move and build a smaller house out of. What have you in territory where grain elevator is not paying? Address Mark M. Adkins Burlington Junction, Missouri.

HELP SECURED.

"We will be able to procure the help we wish from the applications we have in response to the ad." The Quaker Oats Co., Country Elevator Dept., Ft. Dodge, Ia.

MALE HELP WANTED.

EXPERIENCED MAN wanted to handle station where lumber, grain and farm machinery are handled. Address Lumber, Box 2, Grain Dealers Journal, Chicago.

MAN wanted to help keep books, check lumber bills, lumber work. Must be quick and accurate. Address Book, Box 2, Grain Dealers Journal, Chicago.

MAN WANTED for seed business located in Milwaukee on C. & N. W. R. R. must be experienced in both grass and field seeds. Address Milwaukee, Box 3, Grain Dealers Journal, Chicago.

EXPERIENCED ENGINEER wanted, capable of estimating and designing concrete country grain elevators. State experience and salary wanted. Address: Exchange, Box 11, Grain Dealers Journal, Chicago.

COMPETENT FOREMAN wanted for Mill Elevator good sized Oklahoma City. Must understand the grain business. Good salary for right man. Give experience and salary expected first letter. Address Foreman, Box 3, Grain Dealers Journal, Chicago.

MAN 25 to 40 years of age wanted, to handle grain and feed station. Give age, whether married or single, and references in first letter. Do not apply unless you wish a permanent position. Address A. J., Box 2, Grain Dealers Journal, Chicago.

HIGH CLASS SALESMEN WANTED: Company manufacturing a popular and widely advertised machine wishes to employ several live wire salesmen who are familiar with grain elevator machinery. If you are at least a \$4,000.00 per year man we want to talk to you. This is strictly a commission proposition. It will pay you to investigate. Address Commission, Box 3, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

WELL IMPROVED 160-acre farm located 10 miles of Mt. Carmel, Illinois, and 7 miles of Allendale, Illinois, for sale. Price \$100.00 per acre cash. For particulars address Geo. Couch & Sons, West Salem, Ill.

GRAIN AND COAL business for sale. Good trackage property, well improved with elevator, machinery, warehouses, barns, etc., for handling a wholesale and retail business. A live and going business run on a cash basis thrown in gratis. Located in a modern little city in Panhandle of Texas. Center of shallow water irrigating district. Big crops moving now. \$3,500.00 cash, balance on terms that business can take care of—deferred payments. For description address Box 145, Plainview, Texas.

VIRGINIA FARM FOR SALE: Sell your high priced western land and come to sunny Virginia and buy my farms—one of 315 acres, 12-room house, two bath rooms, plenty barn and shed room, fine woods, orchard, famous drinking water. Will grow big corn; greater part has been in alfalfa. Other farm of 236 acres, level as Illinois; house 7 rooms, good barn. Both farms will net greater financial returns than western land. One and three miles from Culpeper Court House, 66 miles from Washington, D. C. Write me. Frank E. Gullick, Culpeper, Va.

PROSPEROUS, LONG ESTABLISHED grain, hay and seed business in Colorado, for sale. Good reason for selling. Splendid location with room for expansion. Requires about \$80,000 cash. Address Prosperous, Box 3, Grain Dealers Journal, Chicago, Illinois.

WAREHOUSE FOR SALE.

HAY AND GRAIN WAREHOUSE for sale CHEAP. Located in Cincinnati, O., on the Big Four Ry. Side tracks for 10 to 12 cars. Capacity 100 cars. Size 60x200 feet, with 12 feet covered platforms. Ironclad buildings, including 6 Fairbanks Scales and Hay Piling Machine. If interested, write The Cincinnati Grain & Hay Co., Cincinnati, Ohio.

SITUATIONS WANTED.

SITUATION WANTED as manager of old line or Farmers Elevator, nine years experience, Kansas preferred. Address Box 195, Byers, Kansas.

AS MANAGER, 17 years' experience both line and farmers' elevators. Now employed; desire change. Prefer Nebr. or Iowa. Address: Capable, Box 12, Grain Dealers Journal, Chicago.

AS MANAGER or second man in elevator, prefer Central Iowa. Experienced. Address Iowa, Box 2, Grain Dealers Journal, Chicago.

AS MANAGER or will take an interest; 18 years' experience in grain and lumber. First class references. Address Hustler, Box 2, Grain Dealers Journal, Chicago.

AS MANAGER of Central Illinois or Indiana elevator. Capable man. Experienced. Will furnish references. Address Indiana, Box 2, Grain Dealers Journal, Chicago.

AS MANAGER of Illinois elevator, experienced in grain, hay, coal and lumber. High school graduate, 33 years old, married. Address I. E. Mayes, Edinburg, Illinois.

AS MANAGER of country elevator, Old Line or Farmers' elevator. Five years' experience. Can furnish bond; also references. Address: Good Manager, Box 12, G. D. Journal, Chicago.

YOUNG MAN 25 years of age desires position. Banking and bookkeeping experience in grain, seed and feed business. A-1 references. Address Banking, Box 3, Grain Dealers Journal, Chicago, Illinois.

AS MANAGER of elevator or lumber yard. 12 years' experience in both as well as side lines. Can give bond for any amount. A-1 references. Employed at present. Can change on thirty days notice. Address Notice, Box 3, Grain Dealers Journal, Chicago, Ill.

MR. ELEVATOR owner or farmers' company, do you want a manager whose past records are clear and a success? If so, get in touch with me. Will be at your service April 1st, 1920. Best of references. Nebraska, Colorado or Kansas preferred. Address Records, Box 2, Grain Dealers Journal, Chicago, Ill.

AS MANAGER, Farmers Elevator preferred in Southwest handling large volume of business. Twenty-five years experience, thoroughly familiar with details in connection with country elevator, also the buying and selling of grain, coal, flour and seed. Accurate accountant. Best of references. Address Southwest, Box 3, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

PRACTICALLY NEW W. C. Meadows Midget Flour Mill for sale, complete. Cost \$630.00, used about three months. Will sell at \$400.00 f.o.b. Clarksville, Arkansas. Laser Grain Company, Clarksville, Arkansas.

50 BBL. flour mill for sale or rent. Located in S. Iowa. All necessary machinery. Owner not familiar with milling business. Particulars on request. Trade for S. Ia. land or cash payments. J. N. Weidenfeller, Ottumwa, Ia.

Buckwheat Flour and Feed Mill for sale. Mill in A-1 condition. Nearly all machinery new. A great opportunity for a live young man to own an established business. Good town. Death of president makes selling a necessity. Gilbert & Nichols Co., Fulton, N. Y.

COMPLETE corn meal mill with shellers and motors, or will sell any part of machinery including the following:

Barnard & Leas 2-stand 3-pair rolls in good condition; new Joliet Corn Sheller, International Power Hay Press, 30-inch Vertical Stone Mills. For particulars address W. F. COVINGTON, P. O. 765, Montgomery, Ala.

MILL WANTED.

ATTRITION FEED MILL wanted. State size, rake, condition and cash price. Address: Erie, Box 12, Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

ONE 15 H.P. Fairbanks Morse 1,200 R.P.M. Motor for sale; 3 phase, 60 cycle, 220 volt. Complete with sliding face 9" Pulley and Starter. Guaranteed first-class condition. Reason for selling, have put in 25 H.P. Price \$200 FOB here. Practically new. Address: W. J. Lawson, Chase, Ind.

FAIRBANKS MORSE Dynamo, 2½ K. W., 125 Volt. E. Daddow, Swan, Nebraska.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

OFFICE DESKS, Office and Store equipment for sale. Prices that are "RIGHT." Goods that are more than "RIGHT." Write for MAIL ORDER Catalogue. Wichita Store & Office Equipment Co., 147 N. Emporia Ave., Wichita, Kan.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE: new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

SCALES FOR SALE.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

RICHARDSON AUTOMATIC SCALE for sale, five bushel size. Used one year. Address Farmers Elevator Company, R. A. Maarsingh, Mgr., Lanesboro, Iowa.

3 BU. RICHARDSON Automatic Bagging Scale in perfect condition for sale. Cost \$550.00, will sell for \$275.00 at St. Louis. A bargain for a quick buyer. Wire Howe Scale Co., 512 St. Charles St., St. Louis, Mo.

ONE 4-TON Fairbanks dump scale with type-registering beam, for sale, used less than year. Perfect condition. \$160.00. Drawer M, Marcus, Iowa.

500 BUSHEL FAIRBANKS Hopper Scale \$250.00; 500 bushel Monarch Hopper Scale, \$150.00; 500 bushel U. S. Hopper Scale, \$125.00.

Richardson Scale Co., Wichita, Kans.

FAIRBANKS AUTOMATIC SCALES for sale. Crated ready to ship. Grain augers, number of cast iron pulleys and shafting. All new, never been used. Farmers Grain, Fuel & Supply Co., Macomb, Illinois.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for overhead track, complete, used 10 days.

Very cheap.

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50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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2439 N. Crawford Ave. - - - Chicago, Ill.

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ONE 150 h.p. Babcock and Wilcox Boiler for sale. Also one Stilwell open water heater, 350 h.p. Both in good condition. Address M. M. Vaughn, Nebraska City, Nebraska.

ENGINES FOR SALE.

Two 25 H. P. Gasoline Engines for sale. Guaranteed good working order. Address: E. Cockrell & Sons, Jerseyville, Ill.

FOR SALE: Three 18-h.p. Lauson Oil Engines, in good running order, only been used about three months. Also one 14 H.P. Lauson Oil Engine, brand new, never been set up. Anyone needing such power can get a bargain by corresponding with The Farmers Elevator Company, Metcalf, Illinois.

1-40 H.P. Foos Engine, \$800.00.
1-26 H.P. New Era Engine, \$300.
1-9 H.P. Foos Engine, \$150.00.
1-6 H.P. Gray Gasoline Engine, \$100.00.
1-40 H.P. high pressure boiler, \$500.00.
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An attractive Bargain.
New 25 H. P. Fairbanks Oil Engine complete. This engine has never been installed. If can use write us.

The Kennedy Car Liner & Bag Co.
SHELBYVILLE, IND.

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MIDGET MILLS: If you wish to buy or sell a Midget Mill from 25 to 60 bbl. capacity write me. All kinds of new and used mill machinery. H. C. Davis, Bonner Springs, Kansas.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiv'g Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elvtr. and milling line. A. D. Hughes Co., Wayland, Mich.

WILL YOU BUILD CONCRETE BINS? We have for sale, cheap, 125 second hand jacks for this purpose. Address Concrete, Box 2, Grain Dealers Journal, Chicago.

NO. 3, three shoe, Emerson Wild Oats Separator, regularly equipped, for sale. Used 30 days, price \$40.00 f. o. b. Address J. R. Lukes, London, Minn.

1 NO. 2 JOLIET Corn Sheller for sale, perfect mechanical condition, practically new, has shelled only 10,000 bu. corn this season. Reason for selling have quit shelling corn. A bargain at \$500.00 f. o. b. Fayetteville, Tenn. Quick sale, need the room. Thornton Grain Company, Fayetteville, Tenn.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.
Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

MIDGET MILLS: If you wish to buy or sell a Midget Mill from 25 to 60 bbl. capacity write me. All kinds of new and used mill machinery. H. C. Davis, Bonner Springs, Kansas.

Second handed and new machinery for sale:
1-20 h.p. Avery Steam Engine.
1-42 in. Avery Separator.
1 Tank Wagon.
1 Ottawa C Sheller with 34½ ft. drag.
1-160 ft. 8 in. 5 ply Endless Gandy Belt, nearly new.
1 Peoria Weigher and Loader, slightly damaged, but never been used.
1 New Racine Wagon Loader, never been used.
1 Used 8-16 Mogul Tractor.
1-15 h.p. used Witte Portable Engine.
2 LaCrosse 14 in. S. B. Walking Plows.
1 I. H. C. two row Cultivator, set up, but never been used.

The above items can be bought at a bargain. For prices write Ruge & Wilke, Beecher, Ill.

MACHINES FOR SALE.

200 FT. 6 ply 24 inch elevator belt, 34 oz. duck with 200 buckets 22x8. In use about sixty days loading out storage tanks when headhouse burned. E. G. Rall Grain Co., Fort Worth, Texas.

1 No. 7 Dust Collector.
1 only Auto sacking scale on truck for bagging meals, oats & chops & corn 5 to 200 lbs.
1 only corn cleaner, 1000 bu. per hour.
1 only 18 to 20 in Attrition Mill.
1 only Magnetic Separator for 9x24" corn rolls.
1 only Auto. scale for sacking molasses feeds.
1 only mix. conveyor with jacket for molasses feeds.
40 ft. 9" conveyor; 40 ft. 12" conveyor complete.
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We want to salvage our elevator of good construction and all the machinery used in connection with same. This should be of interest to concerns wrecking or dismantling elevators of this kind.

The plant was built in 1903 of the best lumber obtainable, viz.: No. 1 White Pine and No. 1 Norway, at a cost of approximately \$11,000, and is now in excellent condition. Could not be duplicated today for less than \$15,000 or \$18,000.

Elevator proper has a capacity of 15,000 bushels with additional storage bin of 8,000 bushels capacity.

As we need the ground we are naming an exceptionally low price on the plant and in view of the high cost of building material and machinery an interested purchaser will find this a bargain to wreck and move.

The equipment consists of the following:
5 Single phase, A. C. Wagner Electric motors driving individual machines.

1 Western Corn Cleaner.
1 Western Corn Sheller.
Wagon Dumps.
2 Elevator Legs, one small and one large.
1 Invincible Wheat Cleaner.
1 Ear Corn Loader.

The following scales, all of Howe Ball Bearing type:

60,000 lb. capacity hopper scale.
1-100 bu. capacity wheat hopper scale.
1-six ton wagon scale.
1 Philip Smith one man passenger elevator.
Also 1 additional hopper scale to be used in connection with ear corn loading.

For further particulars communicate with
THE GOTTRON BROTHERS CO.
Fremont, Ohio.

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

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305 So. La Salle St., Chicago, Ill.

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Name of Firm.....

Capacity of Elevator..... Post Office.....

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SEEDS FOR SALE.

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WOULD LIKE TO GET in touch with concerns buying Alsike and Clover Seed. Address F. B. Stevens & Co., Chatham, Ontario, Canada.

SEED CORN, OATS and BARLEY for sale, carload lots or less. Samples and prices on request. Allen Joslin, Holstein, Iowa.

FOR SALE.

ONE BUSHEL EAR CORN CRATES for sale. Write for prices and sample to Wm. Vollbracht Co., Barry, Ill.

YOU MAY BE MISSING SOMETHING If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SCALES SOLD.

"We sold the scales and had sufficient number of inquiries to sell 10 or 15 more scales with it." The Imperial Mills Co., Wichita, Kans.

Wm. G. Scarlett & Co.

Baltimore, Md.

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SEED GRAINS, RAPE, VETCHES, SOYBEANS, RED, CRIMSON, WHITE AND AL-SIKE CLOVERS, ALFALFA, SWEET CLOVER, RYE-GRASS, TIMOTHY, REDTOP, MILLET, ETC.

Write to Kellogg

We are paying top-o'-the-market prices for
**ALSIKE
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 WHITE CLOVER
 ALFALFA
 SWEET CLOVER**

Send us Samples

Whenever you're in the market—to buy or to sell—in carload lots or less—it will always pay you to write to Kellogg.

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BALED CORN HUSKS, Timothy and Clover Hay, Oats Straw and Grain WANTED. THE HAMILTON CO., New Castle, Pa.

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CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

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MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

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DES MOINES, IA.

Wants to buy or sell seeds

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(Inc.)

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Ky. Blue—Orchard—Red Top

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Also full line Garden Seeds

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Fancy Grains, Clovers, Grass Seeds, Timothy, Field Peas

Send Samples for Our Bids
 Sample Envelopes on Request

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SEEDSMEN

Minneapolis
 Minn.

Salt Lake City
 Utah



Field and Grass Seed Trade Directory

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Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass & Dogstail.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Johnson, J. Oliver, seed merchant.

Continental Seed Co., seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.

Missouri Seed Co., wholesale exports and imports.

Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.

Louisville Seed Co., clover & grasses.

Wood, Stubbs & Co., grass & garden seeds.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., grass and field seeds.

L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.

Minneapolis Seed Co., seed merchants.

Northrup, King Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.

Doughten, Inc., H. W., grass & field seeds.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

Radwaner Seed Co., I. T., fld. & gr. seeds, ex. imprts.

OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Chesmore Seed Co., field seeds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

Manglesdorf, Ed. F. & Bro., wholesale field seeds.

Newman & Malkemus, grass and field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.

Hirsch, Henry, whole. flour, seed.

Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

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SIOUX CITY, IOWA

Most Complete Line in the Northwest

Clovers, Timothy, Alfalfa, Seed Corn, Poultry Foods, Etc.

Always in the Market for Your Offerings—Mail Us Sample

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SPECIALTIES

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CLOVER — ALSIKE — TIMOTHY — ALFALFA

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Clover and Timothy Seed

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HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

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GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

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Wholesale Field Seeds .. BUFFALO, N. Y.

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Have in stock several thousand bushels fancy No. 2 White Oats, weighing 35 lbs. or over. Will sell them at \$1.25 per bushel F. O. B. cars Peoria, Ill.

Send in your order early.

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SEED CORN, CLOVERS, TIMOTHY
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Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

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The J. M. McCullough's Sons Co.

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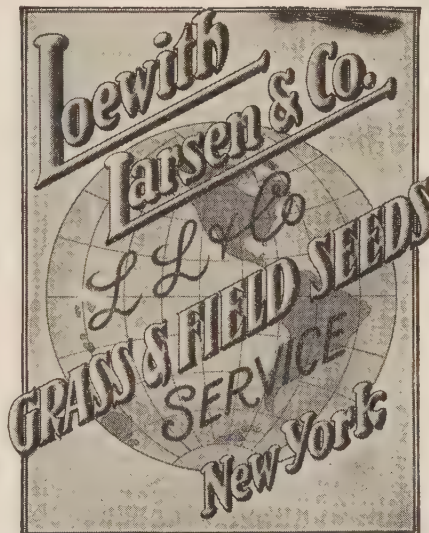
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Timothy, Red Clover, Alsike, Red Top, Hairy Vetch, Bluegrass, Orchard Grass Seed, Rye and Winter Oats, to

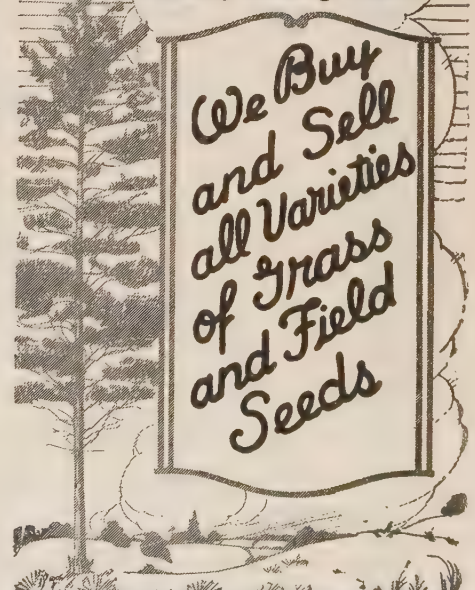
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We can offer D. E. Rape, Imported Orchard, Alfalfa, Crimson Clover and Red Clover.



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and Field
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WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

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CORRESPONDENCE INVITED

SEEDS ANY and EVERY
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CAR LOTS or LESS

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BUYERS AND SELLERS
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We Are Buyers of NEW CROP ALSIKE
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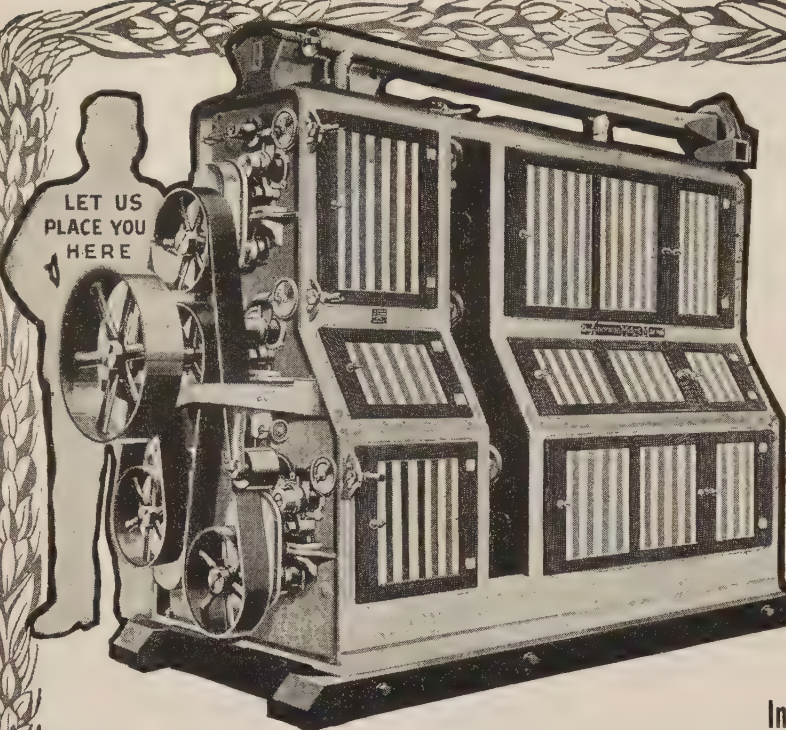
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Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO



LET US
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HERE

Nearly 2,000

American Midget Marvel Mills

NOW

In Operation all over the United States

AMONG the owners of these mills will be found a solid conviction that the **Midget Marvel** cannot be equaled in quality of flour nor economy of operation. This preference, based solely on the wonderful **Midget Marvel record**, has enabled us to build up one of the largest mill manufacturing organizations in the world.

One of the letters reproduced below was written by the Yates Milling Co., who own both a **Midget Marvel** and a long system mill, to the Sterling Products Company of Niagara Falls, N. Y., in regard to their experiences with both processes.

Sterling Products Co.,
Niagara Falls, N. Y.

Lyndonville, N. Y. Sept. 26th, 1919.

Gentlemen:

We have yours of the 22nd, and contents noted. We have not replied to your communication sooner as we wished to make some further tests ourselves as we have really just got going in good shape here.

We do not grind much Spring wheat, but so far what we have milled has given satisfactory results. We operate a long system as well as an **AMERICAN MARVEL**, and can say that we are getting much better results from our **MARVEL** Mill.

On a recent test we obtained 42 pounds of good flour from a bushel of wheat testing 58 pounds.

Another feature about the **AMERICAN MARVEL** Mill is its simplicity. We start our mill in the morning and make inspections of it only about once in two hours, while with our long system mill it keeps a man on the jump from the cellar to the attic all the while.

If we were going to increase our capacity we would certainly feel inclined to add to the **AMERICAN MARVEL** instead of the long system mill.

Yours truly,

YATES MILLING COMPANY.

By B. F. Housel.

The Anglo-American Mill Co.,
Owensboro, Ky.

Maitland, Pa., Oct. 27th, 1919.

Gentlemen:

I now have my new **MIDGET MARVEL** Mill in operation and it is giving entire satisfaction. I have gotten more compliments on my flour already than I did during the eight years that I operated my long system mill. It is a pleasure for a man to operate and look after the **MIDGET MARVEL**. Your millwright, Mr. F. H. Hayden, did me a fine job.

With best wishes, I am,

Yours very truly,

JOSEPH A. GOSS.

Write today for a revised copy of "The Story of a Wonderful Flour Mill", which describes the Midget Marvel in detail.

You will find it interesting.

THE ANGLO-AMERICAN MILL CO.

Trust Building

OWENSBORO, KY.



GRAIN DEALERS JOURNAL

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Charles S. Clark, Manager

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, FEBRUARY 10, 1920

RUSSIA'S recent export of two cargoes of flaxseed from a Baltic port points to a general resumption of shipments of grain of all kinds.

WHY NOT remove that 200,000-bu. limit on corn trading? Heavy investors should be encouraged to buy to support the price for the benefit of the growers.

SIDE TRACK agreements are exciting more interest, and for the benefit of the increasing number interested the complete regulations are published under "Asked-Answered," this number.

THE CROOK who stole a car of wheat from the United States Government at Galveston was so promptly arrested and thrown into jail that he is now convinced the only easy way to rob Uncle Sam is to get a job on the railroad and then loaf.

LABOR SHORTAGE is turning the attention of farmers from those garden and intensive crops, that require much labor, to grain and grass crops that more nearly take care of themselves. Few can afford to keep land in grass, and this should mean more high-priced cereals for the grain dealer to handle.

WHEAT dealers of Texas, Missouri, Illinois and Kansas will be reimbursed by the Federal Government for losses sustained on the wheat they had accumulated in the regular course of their business during the summer of 1917 just prior to the price being fixed, if the ass'ns of these states have any influence with Congress. Some wheat handlers were able to ship out their purchases, but many could not get cars, so lost 50 to 60 cts. a bushel on their holdings.

INVENTORS of grain doors for box cars keep on inventing, undiscouraged by the carriers' refusals to adopt any such standard regardless of their merits.

FIRE underwriters will be pleased at the decision published under "Insurance Notes" encouraging employes to go beyond the scope of their regular work to put out a fire.

TELEGRAF companies' liability is left almost as uncertain as before by the decision in the Supreme Court of New York Dec. 29, published elsewhere, holding that liability is unlimited where negligence is "gross" but limited where it is "ordinary." Now, who will define what is ordinary and what is gross negligence?

RAILROAD CLAIM Agents with a weakness for rejecting all claims regardless of their merit will be grieved to learn that the statistics compiled by the U. S. Railroad Administration show that during the past calendar year thieves robbed the railroads of freight valued at approximately \$45,000,000. In the light of these figures can any one doubt that grain shipments having a perfect seal record reach destination intact? Between the thieves and the leaks grain shippers have little prospect of getting their grain to destination without loss, so they should not hesitate to file claim and insist upon payment for all grain lost.

ARBITRATION is gaining friends so rapidly that even the courts are now recommending it for the prompt and equitable settlement of business disputes. The Chicago courts have encouraged the Commerce association in establishing an arbitration committee for settling commercial disputes outside of court. In this way differences will be settled without delay, without incurring the expense of court and lawyers fees and without the bitterness and rancor which generally comes with a hotly contested law suit. Arbitration has done much to settle grain trade differences, equitably and without disturbing the friendly relations of the traders. All lines of business could adopt the arbitration method of settling business differences and effect a great economy in business as well as prevent the frequent miscarriage of justice.

BRANDING mutual fire insurance as a form of socialism and condemning the methods of the mutual companies as Bolshevistic in form and spirit may help to relieve the stock company agents' remorse over their lost opportunity, but such groundless charges can not help to raise them in the estimation of grain elevator owners so fortunate as to have their risks accepted by mutual fire insurance companies. If the stock fire insurance companies ever do get a share of the carefully selected risks now carried at cost by the mutual companies, their greed combined with the great cost of carrying the many undesirable risks now on their books will soon force them to advance their rates to prewar figures. Twenty years ago grain dealers were heavy contributors to the expense and surplus funds of the stock fire insurance companies, but none with recent mutual experience would consider returning to the stock companies under any consideration.

TERMINAL elevators prospective are becoming more numerous as the coming building season approaches and the prospects for an active elevator building season are increased.

FIRES REPORTED in this issue of the Journal number fifteen and two of these were started by stoves which needed regulation during the noon hour when the help was busy with personal problems. When you need a hot fire in your office watch and regulate it unless it put you out of business.

SENDING a man into a tank without making sure the grain was out cost a life, the superintendent his reputation as a careful man, and the company a judgment under the workmen's compensation act. The younger and more willing the employe the greater should be the discretion exercised in directing him into hazardous places.

FREE SEEDS will soon be supplied to the friends of members of the lower house of Congress without charge as the new Agricultural appropriation bill provides \$239,000 for this purpose. It is not probable that the seeds will be of any better quality or of purer variety than heretofore so recipients will be justified in refusing to plant the stuff. The abuse would be stopped if voters would register a vigorous protest against this useless waste.

GRAIN DEALERS who build elevators on railroad right of way and then are asked to sign leases relieving railroad company from liabilities for all kinds of accidents should not forget that many elevators wrecked by derailed trains have not yet been paid for. Suit was brought against the T. St. L. & W. R. R. for the elevator of the Kirkpatrick Grain Co. at Kirkpatrick, Ind. and against the Wabash Railroad, for the Donlin & Ryan elevator at Delphi, Ind., but up to the present writing the elevator owners have not been reimbursed. Before signing an unfair back action, railroad lease it is advisable to consult competent counsel and consider seriously your own interest.

GRAIN SHIPPERS everywhere will be pleased to know that the Counsel General of the U. S. Railroad Administration has finally issued instructions to put into force the ruling of the Interstate Commerce Commission which was published on page 64 in the Journal for Jan. 10th. This decision held unreasonable the clause in the bill of lading limiting the life of railroad claims to two years and a day. According to the new instructions, claims on account of shipments moving prior to federal control if filed within time prescribed on bill of lading will hereafter be paid or declined on their merits and without regard to the two year and one day limitation and that until further notice similar treatment shall be accorded claims account of shipments moving during federal control. So grain shippers will not have claims rejected on this technicality henceforth. Neither will it be necessary for them to bring suit prior to the expiration of the two year and one day period in order to establish the standing of their claims.

WHO wants cars on a declining market? Who can afford to sell when buyers are scared? In times like the present the U. S. Grain Corporation should be able to get a lion's share of the grain cars without a trace of regret from any grain shipper not having contracts to fill.

CARS ARE still in urgent demand in nearly every grain surplus section. Farmers and shippers are protesting most vigorously against the inefficiency of the railroads but are still debarred from marketing their grain. Railroads are so badly crippled by worn out and insufficient equipment that it will require many months of private operation to get them back to their former efficiency.

THE METRIC system would have been adopted in all lines of business throughout the world years ago if half the advantages claimed for it by the propagandists were true. Grain dealers who are averse to being forced by all wise politicians into adopting new fangled weights and measures in their business shud read the views of Mr. Fulton in "Letters" this number, then get busy

MONTANA will make another attempt to float \$250,000 worth of bonds to build a terminal grain elevator at Great Falls. The law was enacted sometime ago but no financial agency has shown an eagerness to underwrite the bonds. North Dakota is experiencing similar difficulty with some of its business ventures so both states may be saved from wild socialistic ventures by their inability to obtain financial support. This should prove pleasing news to the taxpayers.

POLITICS seems to be making a vigorous effort to besmirch the good name and reputation of the vice-president of the U. S. Grain Corporation on the Pacific Coast. Altho Max Houser is reported to have been indicted by the Federal Grand Jury for using his connection with the Grain Corporation to manipulate grain companies which he formerly owned, no one familiar with his standing in the trade believes there is any foundation for such a charge.

COLLECTING claims is never a pleasant task as the compiling of evidence necessary to prove authenticity of claim requires careful attention to details and the collection of all claims requires a persistence equal to the stubborn obstinacy of the average claim agent. However, when means are provided for facilitating the filing of claims the work should not be burdensome if the routine duties are kept up to date. The longer any task is postponed the larger, the more irksome it becomes. This is particularly so in the case of old claims which continue to accumulate. Hence the only efficient way to handle railroad claims is to file them weekly and follow them up persistently each month until they are paid or rejected. One Illinois company writes, "This elevator has been handicapped by a careless manager who filed no claims during the past twelve months, although his shortages ranged from 2 to 160 bushels per car." It is reasonable to presume that if the other affairs of the business at that elevator were handled in the same careless manner the profits look very much like a deep hole in the ground.

Will the Government Repudiate Its Price Guaranty?

A petty politician from North Dakota, there known as Hon. A. J. Gronna, happens to be chairman of the U. S. Senate Agricultural Com'ite, and it may be that the gentleman is seeking re-election. At any rate he seems to have a strong weakness for attracting attention to his senatorship. Recently by introducing a bill providing for the immediate repudiation of the government wheat price guaranty and the discontinuance of the U. S. Grain Corporation he has attracted wide attention not only to himself and his bill, but also to his abject ignorance of existing wheat marketing conditions and his unprincipled willingness to encourage the government to repudiate its price guaranty pledged to the wheat growers of the country in 1918.

The successful enactment of Senator Gronna's bill would throw the wheat trade of the country into chaos and the grain, flour, milling and baking trades would be strewn with wrecks for years to come. The Honorable Senator seems to have overlooked the fact that the government price guaranty places no top limit on the price of wheat, but it did guarantee the minimum price of \$2.26, basis Chicago, for all wheat marketed prior to June 1st next.

Spurred on by this guaranty the farmers sowed a large acreage in the fall of 1918 and harvested a splendid crop of wheat which owing to the government's mal-administration of the railroads has not yet been brought to market. In fact the Wheat Director, than whom there is no better authority, estimates that the farmers are still holding upwards of 200,000,000 bushels and a like amount is held by elevators and mills.

The demand for choice lots of wheat, strong in gluten, has brought handsome premiums to many growers and no doubt would continue to do so, but the favorable report of Senator Gronna's bill has resulted in the withdrawal of many buyers from the wheat market.

The future is too uncertain, few farmers will care to take chances of the wild markets which are sure to follow in the wake of the proposed repudiation. The grain exchanges thruout the land were bitterly opposed to the government controlling the wheat trade. Dealers everywhere have suffered untold losses or been held to narrow margins by the restrictions, rules and regulations of the U. S. Grain Corporation, yet all are a unit in denouncing this attempt to force the Government to desert its self assumed task in the middle of the stream.

Relying on the Government's price guaranty, wheat dealers everywhere have promptly paid the Governmental price for the wheat they could receive and when cars were obtainable have promptly forwarded it to the central market, but thousands of dealers are still paying heavy interest charges on wheat purchased many months since and held against their will and judgment, because cars have not been obtainable. Most of their margins were long since wiped out by shrinkage, depreciation, interest and handling charges and none will be willing to assume more liabilities until cars are more readily obtainable and the prospect of Government repudiation disappears.

Wheat growers of many sections have protested most vigorously because of their inability to market the crop planted in response to the Government's war appeal. They have been anxious to realize on their wheat and meet their current obligations, but the scarcity of

cars has prevented it. In the light of the interests and the experiences of none identified with wheat production, marketing or consumption is the repudiation championed by the Chairman of the Agricultural Com'ite thinkable. While every one will be delighted to be relieved of government control of the wheat trade on June 1st, such a change now on short notice would cause wild disorder and force heavy losses on everyone connected with the business, and might result in heavy losses to growers who planted wheat in the fall of 1918 fully expecting the United States to make good on its price guaranty.

While the dishonorable action proposed by Senator Gronna's Com'ite might be in keeping with the spirit of North Dakota's ruling faction it has no place in the U. S. Senate, and it would seem right and proper that the Senate should immediately take up Gronna's bill and smother it with a large majority that everyone interested may have quick and positive proof that the U. S. Government will not repudiate its price guaranty. No delay, no suspense should be tolerated.

Free Grain Exchanges Would Destroy Their Value.

Grain exchanges everywhere have through fair rules and compulsory arbitration made trading in their exchange halls the safest and most desirable place for business. These organizations being guided solely by the desire to foster fair dealings, have seen to it that the outsider's rights and interest was safely protected at every turn. The sincere interest of the grain exchange managers in the welfare of the outsider has been the magnet that has drawn the grain business of the terminal markets to the trading halls.

No one who understands the splendid work being done by the grain exchanges or the spirit that guides them in their efforts to inculcate the principles of fair dealing with all traders can ever support any recommendations for changes which would weaken the standing or influence of these organizations.

Nebraska seems to have been particularly unfortunate in possessing several agitators who persist in proposing laws designed to make all grain and live stock exchange halls, public market places free and open to all. Without the rules and regulations made possible by limited membership no exchange would long continue to be an attractive trading place for honest men. The open door for all dealers would soon attract the black leg and the sharper, who cannot now gain admission to the exchanges and if they did could not retain membership. Making the markets open to the public would soon result in their being unattractive and undesirable places to do business. The honorably disposed members of any trade would be unable to keep the business transactions up to the present standard and the sharper would soon run away with the hall.

The man who suggests the making of the grain exchanges open and free proves by his very suggestion that he has not yet obtained a clear conception of the services rendered by the exchange to the producers and consumers of the country. He overlooks the fact that the exchange is simply a trading place where all trades must be conducted in keeping with rules designed to insure fair and equitable dealing. The grain exchange cannot now tolerate the sharper and live and knowing this does not hesitate to expel him whenever discovered. The open exchange could not live long because the sharpeners would destroy its standing and drive the trade away.

Fire Losses Paid in 1919.

The 17th annual report of the Grain Dealers Fire Insurance Company which has long specialized in grain elevators and their contents shows that it suffered 68 fire losses during the year, and that it paid losses aggregating \$208,403. As for many years past lightning leads all other causes of fires. Nineteen are known to have originated from this cause, and it is likely that one or two of the ten fires credited to "Unknown" causes may have been due to lightning.

While the number of fires credited to lightning has been large the losses suffered have been small. The losses paid on the 19 lightning fires in risks covered by this company during the past year aggregated but \$303. Grain elevator owners recognizing lightning as a prolific cause of fires have kept a vigilant lookout every time this hazard advertised to the high heavens that it was coming. Accordingly lightning fires were promptly extinguished before they became well started. No elevator would be burned if the start were loudly announced by an over awing rumbling of the heavens, for then every elevator owner would have his entire force on guard each armed with a bucketful of calcium chloride solution ready to jump on the smallest blaze at its first appearance.

As in previous years the losses due to friction exceeded all other causes; they come unannounced and unexpected. Fourteen of the losses paid by this company last year are credited to friction and amounted to \$76,016. If the grain elevator operators do not soon effect a reduction in the number of fires credited to friction the mutual insurance companies specializing in grain elevators will soon be forced to require the installation of journal alarms in every plant, or at least they will allow such an attractive credit for the installation of automatic warning of dry journals that none can afford to attempt to run without them. The oilers are always ready to swear that each bearing has been well lubricated, but annual fire losses credited to this cause prove to the contrary.

For many years locomotive sparks stood second in the number of fires started in grain elevators where fire losses were paid by this company, but last year it had the pleasing satisfaction of paying for only four losses which were known to have been caused by locomotive sparks. However, these four losses resulted in the company paying policy holders \$33,939. The reduction in the number of fires traceable to this cause is no doubt directly traceable to the company's refusal to write any more elevators covered with wooden shingles. The losses directly traceable to locomotive sparks became so heavy the company was forced, out of consideration for its policyholders whose houses are iron clad, to refuse to write any more wood roofed elevators.

The elevator owner who insists on maintaining a tinderbox roof to catch the locomotive sparks not only knows of the dangerous condition in which his property is maintained, but he also pays 60c a hundred more for insurance in the responsible Mutual companies for the privilege of keeping his wood shingles and siding. So many excellent non-combustible roofing materials are now obtainable that no grain dealer can afford to continue to expose his property to the spark hazard even tho he can obtain insurance in a desirable mutual company.

Twenty-five of the 68 fires occurring in the grain elevators covered by this company during the past year resulted in total losses. Forty resulted in partial losses while three fires brought no claims for damages. Eight of the fires occurring during the year were credited to the power house and resulted in losses to the company of \$34,797. In 22 of the plants steam power was used; in 28 gasoline and in 15 electric power.

Every elevator owner can afford to keep in mind the fact that during the seventeen years this company has been specializing in grain elevators and their contents nearly 4% of the fires occurring in the plants of its policyholders have been extinguished thru the prompt use of brine stored in barrels at convenient points, and this one agency for extinguishing fires saved the company and its policyholders the enormous sum of \$488,958.

The detailed statement of this company's experience the 17 years it has been writing grain elevators is not only deeply interesting to the student of fire hazards, but should also prove of direct assistance to elevator owners in correcting the fire hazard of their plants and in reducing the cost of insurance to all elevator owners so fortunate as to obtain a policy in a well managed mutual of which the grain trade has its full share.

If you are interested in protecting your property against fire, study the following table of known causes of fires reported to the Grain Dealers Co. by its policyholders during the past seventeen years:

Grain Elevator Fire Losses for Seventeen Years.

No.	Cause.	%	Amount.
109	Locomotive sparks.....	12.38	\$ 230,929.53
235	Lightning	26.68	106,690.63
111	Friction	12.60	343,080.93
72	Origin in power house..	8.17	184,886.84
87	Exposure	9.86	114,520.09
23	Incendiary	2.61	98,534.98
104	Unknown	11.81	360,069.63
49	Spontaneous combustion	5.57	91,569.05
12	Tramps	1.36	29,665.07
5	Exhaust pipe.....	.57	4,603.42
5	Leaky supply pipe.....	.57	34.85
5	Defective wiring.....	.57	11,692.12
24	Overheated stove.....	2.72	42,248.89
1	Gasoline lamp.....	.11	20,000.00
2	Railroad accident.....	.22	4,508.96
1	Dryer .....	.11	7,891.17
36	Miscellaneous	4.09	53,839.83
381	fires.	100	\$1,704,765.99

Contracting Against Car Shortage.

The grain trade has been more successful than any other in cutting down the margin of cost of handling between producer and consumer, largely because the handler has had facilities in the way of protecting himself against loss thru market fluctuation or thru fire, by hedging or insurance.

Hazards against which there is no insurance should be passed on to those who make them possible, and one of the most troublesome leaks is the defaulting farmer who cancels his contract because the dealer can not at the moment take in the grain on account of his house being full due to shortage of cars.

The way to protect the dealer against this contingency is to have it written in the contract, as stated in "Asked-Answered" this number, that buyer may extend contract if unable to take in the grain before maturity of contract. Most farmers are willing to have such a clause inserted in the contract at the time it is drawn up and signed. The benefit will never be appreciated more than in these days of car shortage.

Railroad Bill Ready.

The draft of the railroad bill as agreed upon by the conference com'te of both houses marks the successful adjustment of a labor controversy that radicals had sought to use as a lever to overthrow our American institutions.

The bill does not recognize the "Plumb" plan.

The anti-strike provision which finally was eliminated is not yet necessary; Attorney-General Palmer holds any railroad strike illegal, and compulsory arbitration is a fair substitute.

The compensation allowed the railroads seems too liberal, but funds are needed to purchase rolling stock and to keep the right of way in repair. Grain dealers can testify the condition of the roads warrants the revolving fund of \$300,000,000 proposed. The rate authority of the Interstate Commerce Commission is strengthened and the creation of an additional transportation board, which was opposed by the grain dealers, has been dropped.

Effect of Depreciated Sterling on Grain Exports.

Pessimistic views as to the future of our grain export trade seem to be the fashion. As a result of the failure of the United States to bolster up sterling exchange Sir George Paish at Philadelphia Feb. 8 said:

"Millions of women and children in Europe will die of starvation. The mills and factories of America will be closed, and you people will suffer. In three or four months there will be more than 4,000,000 working people in this country without employment."

We are told that England will ship our cotton back to us; that no foodstuffs will be purchased in the United States.

Disagreeable as it may be to Great Britain the truth is that all the difficulty originates in that country. The British Isles have been flooded with paper currency. Prices there, however, not being in competition with an uninflated basis failed to rise as the inflation progressed, until the United States removed its prohibition on gold exports. Just as soon as gold became an article of free trade it was bid to a premium in England, and the pound sterling began to fall. The same inevitably will prove to be true of every other commodity that becomes an article of free trade. Prices will go soaring in England to the point where they are checked by imports.

That this process already has begun is shown by trade reports. The Inspector of Corn Returns in Great Britain reports that during the week ending Jan. 17 the average price of oats was 57s 6d per quarter of 312 lbs.; compared with 18s 1d in 1913.

A Liverpool cable of Feb. 6 says:

Oats—The importation of foreign sorts practically at a standstill. Native grades are firmly held and demand is greatly in excess of the supply. Corn—Market continues steady in spite of the big break in United States. Stocks are only moderate and merchants are holding their supplies for the reason that no sales of Plate possible at prices anywhere near the maximum. The drop in rate of exchanges has had the tendency to advance prices in the United Kingdom.

The trend thus manifested in a few commodities will become general in cotton, copper, cereals, meats and other articles in which trade is free, until English prices on all commodities are very much higher than United States prices. Exports from the United States to Europe then will be possible as long as Europe can find anything of value to ship to the New World, and the future of our export grain trade is still on a secure foundation.

Asked—
Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Official Certificate and Clear Car Record?

Grain Dealers Journal: Does the Journal know of any recent cases decided on claims for loss of which the railroad companies, have declined on account of perfect seal record, altho claims were supported by official weight certificates at both loading and unloading points?—The Early & Daniel Co., Cincinnati, Ohio.

Ans.: We know of no such recent cases. The surmise is that when official weight certificates are given by disinterested weighmen at both ends the railroads do not care to fight such claims.

Upkeep of Side Track?

Grain Dealers Journal: When we built our elevator here about 13 years ago we furnished the ground and did the grading and paid the money in advance for the railroad company for all material and labor used in putting in the side track, and then the railroad company rebated us back \$2 per car to the extent of \$950 on our \$650 outlay.

Now the company writes us that it expects us to keep in repair that part of the track from their lead in to our elevator. This side track is used by the public at all times.

Do we have to keep up this track and can the company stop service if we do not?—Elroy Grain Co., Ansonia, O.

Ans.: By reference to the orders of the U. S. Railroad Administration printed elsewhere in this number under "Asked-Answered" it will be seen that since the railroad in the past has kept the track in repair it must continue to do so, and cannot stop service.

It is difficult to understand how the railroad company can set in cars on a shipper's private side track to be unloaded by other business concerns. How can the outsiders get to the shipper's part of the track without trespassing on the shipper's land? Possibly when the shipper "furnished the ground" he deeded the land to the railroad company, in which case certainly the railroad will have to keep the entire track in repair.

Dealer's Refusal to Take Corn When No Cars?

Grain Dealers Journal: When I have bot corn from a farmer for delivery at a certain time, and on account of shortage of cars I am unable to take the corn, some farmers think that cancels the contract. Other farmers think I am unfair if they fail to deliver at the expiration of the time and I cancel the contract.

Can the dealer hold the farmer to the contract if the dealer temporarily is unable to take the corn when offered on account of car shortage?—J. S. Cameron, Elliott, Ill.

Ans.: If the dealer, for any reason, refuses to take the corn when offered the farmer may treat the contract as canceled. If for any reason the farmer fails to deliver on contract, or fails to make tender, the dealer may cancel or extend; and if he cancels may bring suit for breach of contract.

The dealer can protect himself against inability to receive grain during a car shortage by writing into the contract a clause providing that in case of inability to receive grain due to car shortage the time for delivery shall be extended.

The Neola Elevator Co. won a suit against a farmer on such a contract, as reported in the Grain Dealers Journal for Sept. 10, 1919, page 464. This contract provided that "if the corn be not delivered within the time, the contract will be considered open until buyer notifies seller of cancellation, and that seller agrees not

to refuse to deliver in case receipt on tender is impossible on account of car shortage, embargo or breakdown."

Difference in Rates Over Different Roads?

Grain Dealers Journal: Can anyone explain why it is that the rate of millfeeds from Minneapolis on the Chicago Great Western to Dover is 15.5c per cwt., and the rate on the C. & N. W. Ry. from Minneapolis to Dover is 11.5c?—C. W. Gleason, Dover, Minn.

Cancellation of Clause Four of Agreement?

Grain Dealers Journal: What is the real purpose of the cancellation by the Grain Corporation of clause 4 of its agreement [Reprinted herewith] with grain dealers, providing for the payment of insurance and interest charges on wheat the dealer is unable to ship for lack of cars? H. C. Dachsteiner, West Unity, O.

Ans.: It is not true that the purpose of this cancellation is to save a few million dollars at the expense of the American grain dealers so that Hoover may have \$150,000,000 of Grain Corporation profits to expend on the relief of Austria and the Balkan States.

The facts are that under Government management of the railroads the box car equipment has been allowed to run down. Few new cars were bought or built and old cars' repair has fallen into arrears. The result is a shortage of cars of which the Grain Corporation is aware, so that the immediate prospect confronting the Grain Corporation is a vast number of claims to compensation under the agreement, from dealers legitimately entitled to interest and insurance, and in most cases to storage charges, which, however, are not allowed. Accordingly the Grain Corporation is getting out from under by its Bulletin No. 22 of Jan. 13.

On the other hand, the selling price of cash wheat at terminal markets has advanced so far above the government guaranteed price the dealer who is able to get cars has a margin of profit more than making good his cost for interest and insurance, except where competition has forced him to follow the advance in his own buying price.

At present, and for some weeks to come, the Grain Corporation will endeavor to monopolize box cars for the movement of its own wheat to millers. It is absolutely necessary that this wheat be moved if the Grain Corporation is to continue its present policy of not buying wheat until after arrival, inspection and weighing at a terminal, as in case the farmers now holding wheat on the farm become possessed of a selling panic the Corporation would need the space now taken up by its wheat in the terminal elevators. So that the real purpose seems to be to clear the decks for action.

Clause Four reads as follows:
Fourth: In case the dealer shall be unable, after using every effort and all diligence to ship in any week such total quantity of all grain as makes the equivalent of at least 20 per cent of the amount of wheat (wheat only) in his elevator and owned by him at the beginning of such week, the Grain Corporation shall pay to the dealer to cover insurance and interest for such week, 7/20ths of a cent per bushel on the amount of wheat in the elevator and owned by him at the beginning of such week; provided, however, that in the event that the Grain Corporation announces that it has established and includes in the guaranteed price an advancing premium framed to reflect a fair carrying charge, this section shall not be effective during the period of such advancing premium.

Limit of Loans by National Bank?

Grain Dealers Journal: Our local banker has inquired of us whether we were an elevator or a warehouse. If we are an elevator he states he can loan us only 10 per cent; but if we are a warehouse he can loan us 25 per cent. Why is this? B. E. Morgan, Rossville, Ill.

Ans.: The loaning power of national banks is limited by Sec. 5200 of the U. S. Revised Statutes, which was amended Oct. 22, 1919, which amendment is now in effect.

There is no limit on drafts with B/L. There is no limit on commercial paper (of other makers) actually owned by the person negotiating same.

Besides loaning a grain dealer 10 per cent of its capital on his plain note the bank can loan him 15 per cent additional on regular warehouse receipts.

Bulletin No. 142 of the Federal Reserve Bank of Chicago, issued Nov. 19 gives member banks the following digest of the law:

(A) Accommodation or straight loans, whether or not single name. Maximum limit, 10% of bank's paid-up and unimpaired capital and surplus.

(B) "Bills of exchange drawn in good faith against actually existing values." The law expressly provides that this phrase shall also include: (a) Drafts and bills of exchange secured by shipping documents conveying or securing title to goods shipped, (b) Demand obligations, when secured by documents covering commodities in actual process of shipment. (c) Bankers' acceptances of the kinds described in Section 13 of the Federal Reserve Act. No limit imposed by law.

(C) Commercial or business paper (of other makers) actually owned by the person, company, corporation or firm negotiating the same. No limit imposed by law.

(D) Notes secured by shipping documents, warehouse receipts or other such documents, conveying or securing title covering readily marketable non-perishable staples, including live stock. No bank may make any loan under (D), however. (a) Unless the actual market value of the property securing the obligation is not at any time less than 115% of the face amount of the note, and (b) Unless the property is fully covered by insurance, and in no event shall the privilege afforded by (D) be exercised for any one customer for more than six months in any consecutive twelve months. Limit fifteen per cent of bank's capital and surplus, in addition to the amount allowed under (A); or if the full amount allowed under (A) is not loaned then the amount which may be loaned in the manner described under (D) is increased by the loanable amount not used under (A). In other words, the amount loaned under (A) must never be more than 10% but the aggregate of (A) and (D) may equal, but not exceed, 25%.

Failure of Gravity Loading Spout?

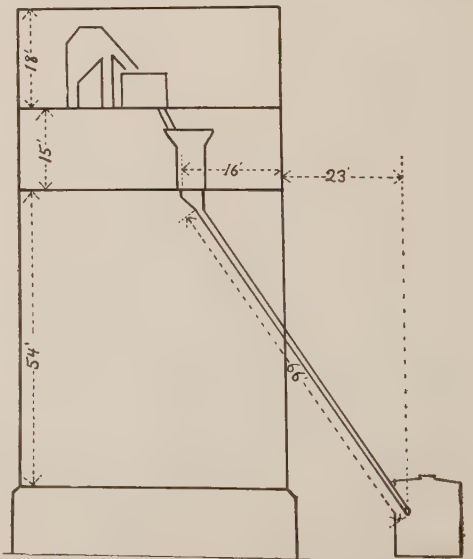
Grain Dealers Journal: I have just rebuilt my elevator here with elevator leg, cleaner, scale and loading spout arranged as shown in the diagram (reproduced herewith.) The lower hopper of the Richardson Automatic Scale is below the lower floor of cupola and extending from it is the loading spout 65 ft. long.

It was supposed by the foreman and the contractor, that the spout would throw the grain to the end of car; but it does not even throw corn to the end at the bottom of car. I want it fixed so it will fill the car full without shoveling.

Will I have to put the scales on the upper floor to get the proper pitch? That would compel us to re-elevate when we have to run it over the cleaner.—B. E. Morgan, Rossville, Ill.

Ans.: One prominent elevator designer says the cheapest way is to hire a man to scoop the grain to ends of car.

Another engineer advocates moving the scale clear over to track side of scale floor and running the loading spout down outside of building. This would give the grain direct downward drop needed to give momentum to throw it to ends of car. In carrying out this alteration it will become necessary to build the elevator



Gravity Loading Spout That Failed.

head enough higher so the grain can be spouted direct into cleaner and into the scale or else install conveyor for carrying grain from cleaner over to the scale hopper.

Exorbitant Site Rental.

Grain Dealers Journal: We have been paying up until last year \$13 per year until 1918 they raised it to \$28 and last year \$85 for our site on the Illinois Central right of way. We think this to be out of reason and didn't know anything else to do last year but pay it, and did so. But in reading the Journal of Dec. 10 on page 1025 we find that the Stacyville Grain & Coal Co. made a complaint. Did they get the rent reduced, and how much? Our lease that is about of the same nature and that the land or lots near it not worth over \$250 to 300 per acre. Would you advise us to turn the proposition down. Please look over our lease and return same to us.—Geo. Couch Sons, West Salem, Ill.

Ans.: The Stacyville Grain & Coal Co. is a parallel case. The railroad is the same Illinois Central and increased rental demanded is the same, \$85.

By turning over to page 1026 Couch & Sons will see in the last paragraph of the decision that the Iowa Board of Railroad Commissioners reduced the rental from \$85 to \$12 per annum, and for the same reason as exists at West Salem, Ill., the low price of land immediately surrounding the elevator site, which in both cases is about the same area, one-half acre.

The lease should be returned to the railroad with a request that it be reduced to about 6% on the land's value with the suggestion that if any delay is suffered in signing up the papers or any attempt made to assess a higher rental, Couch & Sons will rely on the Stacyville case as a precedent and seek to have the rental cut down to \$12 a year.

Do not overlook the decision of the Iowa Board of Railroad Commissioners in the case of Jost & Maynard vs. the Illinois Central R. R., page 1121 of the Journal for Dec. 25, 1919.

Agreement to Maintain Side Track?

Grain Dealers Journal: Our company operates a grain elevator at Latty, O., and has a side track along our house off the main line of the Cincinnati Northern, a branch of the New York Central lines under the Big Four.

They have been pressing us to sign one of the new side track agreements, but on the advice contained generally in your Journal we have refused to sign it.

We have taken over the elevator within the past year, but it was built some ten years ago, and the side track was in and had been used, for years before we got it, and nothing was said when we took over the lease of the land from the former owner, which is railroad land, and the new lease was made with us at an increased rental. Now they come after us for this new agreement with provisions for the upkeep of it, etc.

We feel that we are under Section 1 of General Order 15, and not under Section 2 thereof under which they are insisting we shall sign. We have not a literal copy of this order, but under your comments it would seem to us that the railway should maintain the track as of the pre-war period.

Have you any suggestions to make changing the general opinions you have expressed in your publication concerning this matter? We are willing and want to do the right thing, but we do not consider the contract offered a fair one, and we do not want to be imposed upon and made liable for a lot of indefinite things for which we are not now answerable. Yours very truly—Maumee Valley Land Co., Payne, O.

Ans.: This case is governed by Supplement No. 2 to General Order No. 15, stating that "In the absence of a written contract the practice of the carrier as applied to such track of any particular industry from the beginning of its use by such industry shall be considered as equivalent to a written contract."

Therefore the railroad company can only go on maintaining the track as it always has done.

Herewith are reprinted all the orders controlling side track maintenance.

A shipper who already has a side track is in a position to ignore all demands by the railroad company that he sign an agreement. The company has no way to compel him to sign, as it can not take up the track nor refuse to furnish service.

General Order No. 15.

Washington, March 26, 1918.

The following requirements must be observed in respect of the construction, maintenance and operation of new industry tracks, and in respect of the operation and maintenance of existing industry tracks:

1. As to new industry tracks:

(a) The industry shall pay for, own and maintain that part of the track beyond the right of way of the railroad company;

(b) The railroad company shall pay for, own and maintain that part of the track on the right of way from the switch-point to the clearance point;

(c) Generally speaking, an industry shall pay for and maintain (although in special cases the railroad company may do so), and the railroad company shall own that part of the track on the right of way from the clearance to the right of way line;

(d) If the industry fails to maintain in reasonably safe condition the part of the track which it is required to maintain, the railroad company may disconnect the track or refuse to operate over it when not in such condition;

(e) The railroad company shall have the right to use the track when not to the detriment of the industry;

(f) The foregoing terms and conditions should be embodied in a written contract between the industry and the railroad company.

2. Where existing industry tracks are not covered by written contracts, they shall be maintained and operated in accordance with the provisions stated in paragraph 1 hereof.

3. Where industry tracks are covered by written contracts, such contracts shall be adhered to until otherwise ordered; but where any such contracts appear to work inequalities or injustice the circumstances should be brought to the attention of the Regional Director, who will report thereon to the Director General, if the conditions seem to warrant.

4. The requirements of State Statutes and of State Commissions in respect of the construction, maintenance and operation of industry tracks shall be complied with, but in cases where such compliance involves what appears to be an unreasonable burden upon the United States Railroad Administration the circumstances should be brought to the attention of the Regional Director, who will report thereon to the Director General, if the conditions seem to warrant.

Supplement No. 1.

Washington, Dec. 5, 1918.

General Order No. 15, dated March 26, 1918, is hereby supplemented as follows:

1. General Order No. 15 is not to be construed as requiring or authorizing a Federal Manager to enter into a contract on behalf of the Director General to pay for that part of an industry track on the right of way from the switch point to the clearance point where, in the judgment of the Federal Manager, the amount of traffic to be derived by the United States Railroad Administration from the construction of the industry track is not sufficient to justify such expenditure. In cases where, in the judgment of the Federal Manager, the circumstances justify the construction of an industry track, but the amount of revenue to be derived therefrom by the United States Railroad Administration does not justify the payment by the Director General of the cost of that part of the track on the right of way from the switch point to the clearance point, an agreement may be made, otherwise in accordance with General Order No. 15, but providing for the payment of the entire cost of the track by the shipper with a provision for refund up to, but not exceeding, the cost of the part of the track from the switch point to the clearance point, at the rate of two dollars (\$2.00) per car of carload freight yielding road haul revenue, delivered on or shipped from the track during Federal control.

2. Track material contained in that portion of an industry track on the railroad right of way which was installed and paid for by the industry during Federal control shall remain the property of the industry, except to the extent that refund of the cost thereof shall have been made by the railroad or the Director General, but such ownership shall be subject to the right of the railroad to use the track when not to the detriment of the industry.

3. Upon the discontinuance of use of an industry track for the purposes of the industry, the industry shall have the right to have the track material on the right of way which was paid for by the industry during Federal control taken up and delivered to the industry, except to the extent that the cost of such track material shall have been refunded to the industry by the railroad or the Director General. The work of taking up the track shall be done, if

the Federal Manager shall so desire, by the forces of the Federal Manager, but in any event at the expense of the industry.

Supplement No. 2.

Washington, Aug. 9, 1919.

General Order No. 15, dated March 26, 1918, is hereby supplemented, as follows:

Paragraph 2 of General Order No. 15 is hereby changed to read as follows:

2. Where existing industry tracks are not covered by written contracts, they shall be maintained and operated in accordance with the provisions stated in paragraph 1 hereof. In the absence of a written contract as to the maintenance of an industry track constructed prior to March 26, 1918, the practice of the connecting carrier prior to Federal control, as applied to such track of any particular industry from the beginning of its use by such industry, shall be considered as equivalent to a written contract in accordance with such practice.

Coming Conventions.

Feb. 10, 11, 12.—Farmers Grain Dealers Ass'n of Illinois, at Peoria.

Feb. 17, 18, 19. The Farmers Grain Dealers Ass'n of Minnesota at Minneapolis, Minn.

FEB. 24, 25. Ohio Farmers Grain Dealers Ass'n at Toledo, O.

Mar. 10, 11, 12. Kansas Farmers Co-Operative Grain Dealers Ass'n at Salina, Kan.

May 18, 19. Oklahoma Grain Dealers Ass'n at Oklahoma City, Okla.

May 26, 27, 28. Kansas Grain Dealers Ass'n at Wichita, Kan.

June 7, 8 and 9—The Southern Seedsmen's Ass'n at Jacksonville, Fla.

June 22, 23, 24. American Seed Trade Ass'n at Milwaukee.

June 21—Wholesale Grass Seed Dealers Ass'n at Milwaukee, Wis.

Oct. —Grain Dealers National Ass'n at Minneapolis, Minn.

SOVIET RUSSIA exported two loads of flaxseed Feb. 8, the first since the removal of the embargo.

New President of Cairo Board of Trade

The Cairo Board of Trade, which held its annual election Jan. 20, honored Alvin W. Lynch with the office of president.

Mr. Lynch is one of the best known grain men in this gateway to the South. His firm was established in 1902 under the old name of Redman, Magee & Co., changed eight years later to the Magee Grain Co., with Mr. Lynch as manager. This firm is now the Magee-Lynch Grain Co., and Mr. Lynch is pres.

Under his administration the members of the Cairo Board look forward to a year of progress.



A. W. Lynch, Cairo, Ill.
Pres. Board of Trade.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Government Accounting System Impractical.

Grain Dealers Journal: I am interested in your articles on "Country Elevator Accounting" by Mr. Lovell. The Journal Jan. 25 illustrated a cash journal form which overcomes for the trade one of its worst problems, especially for managers of farmers elevators. I want a cash journal on that plan with a column under the different grain headings for bushels bot and sold, debit and credit, as well as values debited and credited, so as to show inventories as well as money balances.

I think the cash journal sheet should be 20 inches wide and not less than 10 inches long. It would be better in duplicate so as to use the original as a report. The binding should hinge horizontally with right and left ends of sheet. It is the only solution of country elevator accounting, as it is complete and simple. The Government system is not practical.—C. E. Downing, Farmers Exchange of Jet, Jet, Okla.

Should Oppose Compulsory Use of Metric System.

Editor Grain Dealers Journal: If the bill introduced by Senator Shafroth of Colorado, which provides for the compulsory adoption of the Metric System of Weights and Measures in the United States, is enacted, industry in this country will suffer losses of billions of dollars and will be thrown into a state of chaos that would result in practical paralysis.

The propaganda which has been directed by proponents of the Metric System while insidious and fallacious, has been widespread and successful insofar as it has induced various chambers of commerce and semi-trade bodies to pass resolutions favoring the adoption of the system, and to forward them to Congress. These organizations do not, however, represent the manufacturer who is the one actively concerned in the issue. In fact, it is doubtful whether manufacturers as a whole fully realize that this danger has reached such a menacing status.

Transition from our present standards to those of the Metric System would mean the introduction of a dual standard as has been the case in other countries where the change has been made. Results would be exactly the opposite of those claimed by its advocates—complexity instead of simplicity, confusion instead of order, and diversity instead of uniformity. Not only would there be confusion and loss through the necessity of converting from one standard to the other in commercial transactions, but it would require complete new equipment in many forms of measuring equipment, tools, gauges, and innumerable articles of manufacture, not to speak of changes in designs, plans, etc.

Advocates of the Metric System argue on the advantages of a uniform world system, but this disappears in the face of the fact that its adoption has in no country brought about a uniform system in domestic affairs, while in most countries it has been a grotesque failure. The most favorable result has been nothing more than a partial change, the old system continuing in use along with the new, and leading to nothing but hopeless complexity, confusion and disorder.

If the Metric System had possessed any merit, it would have been put into use in this country long ago, not by force of law but by

that of expedience. The very fact that the people of the United States have declined to avail themselves of its principles and to abandon the system to which they are accustomed, should justify the denial of the passage of a law to enforce its adoption.

Whatever the nature and purpose of this metric propaganda that is so effectively making its impression in this country, it behooves every American citizen to realize the influence such an enactment would have upon American life and industry, and to act accordingly lest we learn its results when it is too late, as has been the case with other forms of insidious propaganda.—Very truly yours, A. E. Fulton, Vice Pres. International Motor Company.

Dust Must Not Be Removed While Grain Passes From Car to Scale.

Grain Dealers Journal: Mr. Price, in charge of grain dust explosion prevention work, Bureau of Markets, according to his address quoted in your journal January 25, wants the dust in grain removed before the grain is weighed at terminal markets so that such dust will not be handled "over and over again."

In this regard he said that, "If we were dealing with dynamite or gasoline in the grain, it is quite likely that we might more seriously consider the matter." And, in referring to terminal weighing department regulations, which forbid the cleaning and blowing of received grain before weighing, Mr. Price is also quoted as saying that, "It is just a little difficult at the present time to advocate dust removal when regulations, such as the ones referred to, exist throughout the country."

Of course, no seller of grain is ever going to permit the application of the suction advocated by Mr. Price before the selling weight of the grain has been determined, as the suction would shrink the weight thereof, as bought by shipper from the farmer, anywhere from a comparatively few pounds to hundreds, and even thousands of pounds per carload, varying according to the moisture and dirt content of such grain, and the condition thereof.

Any such cleaning process will have to be so applied that such cleaning and conditioning of the grain would be reflected in the selling price; and this could not be brought about by withholding the cleaning process until finally the grain reaches some terminal elevator, and is being conveyed the short distance that exists between the freight car and the receiving scale.

Dust collectors, to take care and dispose of floating dust, and dust accumulations, such as sweepings, etc., is one thing; and suction for blowing and cleaning dust, dirt, and moisture out of grain, that is being conveyed from car to scale for weighing, is another thing. And the weighing department regulation (with some modifications) about which Mr. Price complains, is all right and should, and doubtless will, stand.

Be it remembered, that this regulation, of which Mr. Price complains, and on which he has laid so much stress, does not govern, and does not apply, in any way, shape, or manner, to any of the following numerous points of handling the grain from field to grinder or consumer, thereby discrediting the contention quoted above:

- (1) Where the grain is handled in, or discharged from, the threshing machine;
- (2) Where it is handled into the farmers' barn bins;
- (3) Where it is handled into the farmers' wagons;
- (4) Where it is delivered from farmers' wagons to country elevators;
- (5) Where it is being handled to the country elevator bins;
- (6) Where it is being handled from country elevator bins to cars;
- (7) Where the grain leaves the terminal elevator receiving scale in the cupola of ter-

minal elevators. The cupola is by far the cleanest part of such elevators;

(8) Where it is discharged into, through, or from terminal elevator spouts or belt conveyors;

(9) Where the grain pours into the terminal elevator's storage bins;

(10) And, finally, all the several points in the terminal elevator where the grain is handled, conveyed and elevated for re-weighing and reloading into cars.

In a word, this regulation, on which Mr. Price has placed so much emphasis, regulates only a very short distance, in terminal elevators at markets having well organized state or Board of Trade weighing departments, through which the grain travels to get from the inbound car to the scale; and does not concern, in any way, the scores of other grain handling points, for example, beginning at the source, the threshing machine in the field, and on through the farmers' barn bins and wagons, and the country elevators with their spouts, conveyors and bins; nor the terminal elevator's scale-spouts, conveyors, bin-spouts, bins, etc. All of which are without such suction for the purpose of drawing grain dust, and dirt, and moisture from the grain itself. Why, then, talk against this regulation which protects the accuracy of the selling weight?—Subscriber.

Never Uses Steel When Iron Can Be Obtained.

Grain Dealers Journal: We do not figure on using steel for elevator covering in any case if we can buy iron.

Steel does not last, altho it be galvanized, as well as iron for covering which is exposed to the weather.

Since the war time, however, we have been unable to get iron and a larger part of the time we have had to use steel.

We know that Toncan metal is a very good combination and is supposed to be composed entirely of iron and copper, a very small percentage of copper being used—as we understand it.

This being galvanized makes a covering that will last indefinitely, but the price is extremely high, and for that reason Toncan Metal is seldom used.

The Armco Metal, we understand, is a very good composition but we have had no experience with it and do not know what it is made of.—Yours truly, R. M. Van Ness Construction Co., Omaha, Neb.

THE SAGINAW MILLING Co., of Saginaw, Mich., lost its license to handle wheat Jan. 29 by order of the Wheat Director for failure to make reports and for taking unreasonable profits.

A CAR of wheat containing 130,500 lbs. or 2,175 bu. received by the A. C. Davis Grain Co., Kansas City, Mo., recently from Beatrice, Neb., was sold for \$6,351. The Wilson Grain Co. also received a large car of wheat which amounted to 2,150 bus. It was sold for \$5,583.

THE CANADIAN Wheat Board has ordered an increase in the price of wheat to millers of 25c per bushel and an increase in price of the standard winter wheat flour from a maximum wholesale price of \$10.10 a barrel to \$11.25 a barrel to take effect from Feb. 2. The wheat price is \$2.80 in store at Fort William for No. 1 Manitoba Northern or No. 1 Alberta Red Winter.

VIENNA is at the end of her food resources. The stocks of food gave out Jan. 31 and now the people live on little or nothing. Some get a bit of food from friends in the country, some go out to steal and some have a little money left. But it is an existence which cannot last. Mass starvation, robbery and brigandage such as have never been seen in the world are imminent and our government cannot prevent them.—Chancellor Renner.

Protests Withdrawal of Guaranty.

The opinion of the grain trade generally is voiced in the following protest by Leslie F. Gates, pres. of the Chicago Board of Trade, against the cancellation of the wheat price guaranty as proposed by Senator Gronna:

Those who advocate immediate dissolution of the United States Grain Corporation and the repeal of the wheat guaranty act passed about a year ago overlook some important factors in the situation, the most important of which is the national obligation to the producer which the wheat guaranty act was intended to fully protect.

A year ago every element of the grain trade urged upon Congress the necessity of carrying out that obligation in good faith, and the wheat guaranty act was the result, and indicated a united belief in the obligation to the farmer and the necessity for making it good. Now they propose that farmers, who still hold 20 per cent of their 1919 production, shall be left without any such protection, under the assumption, but without the guaranty, that an open market would bring the farmer still higher prices.

These advocates of repeal also overlook the fact that an open market is dependent for its reasonable existence on authentic information in regard to market conditions the world over. No such reliable information is now available either to the trade or to the public, because in the wheat business of the country for two and a half years the government agency has been the dominant factor and the private incentive for gathering such information has been wholly lacking.

Even with full co-operation of all departments of the government it will take several months to accumulate and disseminate such authentic information as might reasonably form the basis for open trading in wheat. Any attempt to establish an open market without such information would be likely to lead to the wildest range of prices and to general dissatisfaction.

The marketing machinery, which has been idle for two and a half years, is a very delicate piece of machinery and cannot be put into active operation under full head of steam without previous preparation, except with dire results. To set it in motion for effective use in determining the fair world value for wheat will require all the time the wheat guaranty act provides.

The Wheat Director's Open Letter to Gronna.

Wheat Director Julius H. Barnes has sent the following letter to U. S. Senator Gronna: MR. BARNES' LETTER.

New York City, Feb. 5, 1920.

Hon. A. J. Gronna, United States Senate, Washington, D. C.

My Dear Senator—I notice that the Senate Agricultural Committee, of which you are chairman, has favorably reported to the Senate your own bill 3844, providing for the termination of the Wheat Guarantee Act of March 4, 1919.

Of course, this bill terminates the effective price guarantee to the wheat producer for the crop of 1919. You personally realize that this would be the result, because in the Senate on February 2nd you expressed your own opinion that, even without the guarantee, wheat would not decline.

Have you such confidence in your own judgment of future prices that you propose to take from the wheat producer the protection of the billion-dollar guarantee pledged now to June 1?

200,000,000 bushels of wheat still remain on the farms, and 200,000,000 bushels additional in the channels between farm and consumer, all of it relying on the pledged faith of this Government that, if necessary, the National Treasury stands behind its purchase at the guarantee level. That security your bill proposes to terminate, and that termination will cause apprehension with every farmer, with every dealer, with every miller, with every flour handler, with every baker, and with every bank.

The withdrawal of that underlying security will destroy the trade methods which have furnished a ready daily market to the producer at a farm price for wheat 200 per cent higher than the pre-war level, yet protected the consumer by a bread advance of only 75 per cent. Suspended buying, wide fluctuations, increased trade margins reflecting increased trade hazards, will then effect the producers' farm price and unfavorably affect the consumers' bread price. Within the past week, the price of wheat in Minneapolis has fallen 50 to 60 cents per bushel, and on the very day your bill is introduced, some kinds of wheat are down to only a few cents above the guarantee price.

Pass this bill, withdrawing the underlying support which the knowledge that that Government buying is potentially present, and you may precipitate a further decline, below the guarantee price.

Only the most colossal egotism, my dear senator, would presume to forecast the course of prices in the face of world-wide unsettlement, that within the past few days has wrecked the

United States export trade by the total collapse of overseas finance.

Are you so sure of the stability of values in the midst of world wreck, that you would rest the National honor on your opinion of market probabilities?

I warn you, and Congress, that in the four months yet to go under that guarantee, there yet lies the possibility of such a depreciation of value, following the withdrawal of that Government guarantee, that six million wheat farmers will ask by what right you repudiate the pledged National guarantee, on the underlying foundation of which the influence of supply and demand had built an average premium of 30 cents per bushel.

At least you shall not then plead that you did it in ignorance, and without warning of its possible results.

I shall be glad to retire from the burdens of this office, assumed at the express request of the President, but not until the National pledge has been fully redeemed, without dishonor.

I have still confidence that the National Congress, which last February pledged \$1,000,000,000 to make good the National pledge, will not hesitate to condemn this present attempt at repudiation of that pledge.

Gronna Would Abolish Grain Corporation.

No one has taken seriously the mouthings of Senator Gronna of North Dakota, whose pet complaint has been that the Food Administration prevented the wheat growers of his state from getting all the wheat was worth; but he seems to have persuaded fellow members on the senate agriculture committee to vote unanimously Feb. 5 in favor of his bill to repeal the wheat guaranty law.

The language of the bill, however, holds good all rights or liabilities that have accrued under the Act, so that it seems to be an attack on the Grain Corporation alone.

Mr. Gronna said in the House:

Let us get thru with government interference; let us do away with Mr. Barnes and let him go back to his own business. I received the other day from the Senator from Texas—I see him in his seat now—a letter calling attention to the fact that the grain business of Texas was being interfered with by the Food Administration. That is a function that does not belong to the Food Administration any longer, and I thought we were about thru with that; but they are still interfering.

We are discouraging the wheat farmers from producing. Labor is costing them three or four times as much as it did before the war, and yet we are deliberately using a great government agency to hamper and hamstring the grain industry of the country. For one I resent it. Let me say to you that in 1919 Mr. Barnes admitted before the committee of which I am chairman that he made for the United States more than \$27,000,000 out of the grain business from the grain which he sold to the neutral countries of Europe, not a penny of profit being charged to our Allies. I asked him whether they had charged the Allies any profit and he said that was unthinkable. Let me say to you—and I am talking now to the country as well as the Senate—the wheat farmers of the United States have lost more than \$2,000,000,000 because of governmental interference with wheat.

Mr. McCumber said: When Hoover appeared before the Agricultural Committee some members argued that we ought to fix a maximum price for grain, for wheat might go too high; but Mr. Hoover made a most bitter protest against that. He said he desired a minimum price fixed; he did not desire a maximum price; but the facts are as my colleague has stated.

The minimum price has been made the maximum price and an injustice has been done the people of the country. Not only that, but there has been a betrayal of the confidence of the members of the Senate, for we took Mr. Hoover's word; we at no time suspected that he would go back on his word and make the minimum price the maximum price.

WHETHER it is advisable to quarantine all foreign countries to prevent further entrance of the European corn borer into the United States will be determined at Washington Feb. 12 at a hearing called by Sec'y of Agriculture Meredith. Authority is conferred by the plant quarantine act to prohibit entirely or to restrict the importation of any plants. The European corn borer is supposed to have entered this country in shipments of broom corn.

THE FEDERAL TRADE COMMISSION accuses the American Mutual Seed Co. of Chicago and the Berry Seed Co. of Clarinda, Ia., of unfair practices. Both firms handle farm, garden and flower seeds.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 37001 was set out at Stanwood, Ia., Feb. 5 leaking oats at the doorpost. I reported it to the railway agent.—J. P. Christianson, mgr. King-Wilder Grain Co., Stanwood, Ia.

C. R. I. & P. 39936 passed thru Prairie City, Ia., Feb. 4 leaking mixed corn over the draw bar. I notified the train crew but they pulled out without stopping leak.—Prairie City Grain Co.

C. R. I. & P. 54921 passed thru Jefferson, Ia., leaking oats at the door on Jan. 29.—D. Milligan Co.

C. S. P. M. & O. 27708 was seen leaking white corn at door and at the side of car at Fowler, Ind., on Jan. 28.—Farmers Grain Co.

B. & O. 78637 passed thru Waukomis, Okla., Jan. 28, leaking wheat badly at end of car.—G. M. Lovell, mgr. El Reno Mill & Elevtr. Co.

C. R. I. & P. 36516 passed thru Julian, Neb., on Jan. 26, leaking oats at a side board which was loose.—E. R. Allgood, mgr. L. W. Sage Elevtr.

A. T. & S. F. 7875 passed thru Modale, Ia., Jan. 26, leaking oats at drawbar.—R. C. Hartsock, Modale Farmers Elevtr. Co.

U. P. 18276 passed thru Hendley, Neb., Jan. 9 leaking wheat at corner of car; did not see it until car was pulling out.—G. W. Query, mgr. The Farmers' Business Ass'n.

C. & N. W. 73166 passed thru Avard, Okla., going west on Jan. 18 leaking wheat at the door post.—Walter Hunsaker, agent Alva Roller Mills, Avard, Okla.

R. I. 43519 passed thru Des Moines, Ia., Jan. 10, leaking corn freely thru broken end sheathing, car evidently having been in a wreck.—A. V. Tischer, chief inspector, Des Moines Board of Trade.

W. M. 25266 passed thru Wilke, Ia., billed from Duncomb or Judd, Ia., leaking corn at both sides and both ends freely. Siding was bulged so you could nearly look into the car. It was also leaking over the draw bar, one end of which was ready to break out; was braced with two pieces of two by four.—J. L. Burt Grain Co., Wilke, Ia.

C. R. R. & N. J. 34211, billed from Duncomb or Judd, on same train as M. M. 25266, leaking corn thru the sheathing and at one end.—J. L. Burt Grain Co., Wilke, Ia.

Another Leak in Transit.

Friday evening as the local freight was doing some switching here, it bumped a car of shelled corn belonging to the Farmers Elevator entirely too hard, opening up a great crack that allowed the corn to sift out. Then they hooked on to it and drug it to Des Moines, distributing enough corn along the way to feed all the chickens in the county. At the rate it was spilling, there would not be much left if the destination was far. We presume the M. & St. L. company will do all of the worrying about the loss.—Times, Dallas Center, Ia., Jan. 22.

REPEAL of the excess profits tax is provided for in a bill introduced by Rep. Bacharach of New Jersey as H. R. 11985, to go into effect Jan. 1, 1921. It is proposed to substitute for the taxes repealed by the bill a graduated sales tax to apply on the price of articles sold for consumption or use as follows: 1c on each \$1 or fraction up to \$500, with 5c on each \$1 on \$500 and over. Where more than one article is sold in a single transaction the tax would apply on the total amount of the sale. Sales of less than 50 cents would not be taxed. On sales of real estate of \$500 and over there would be a tax of 1/2c for each \$1 and on sales of raw materials—mineral and forest products, etc.—a tax of 1c for \$1 or fraction.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ALABAMA.

Mobile, Ala., Jan. 29.—Grain handled thru the Mobile & Ohio Elvtr. for the month of Dec. was: Barley received, 32,955 bus.; corn, 1,480 bus.; shipped out, corn, 432 bus.—J. S. Taylor.

CANADA.

Fort William, Ont.—The movement of Western Canadian grain for January was as follows: The number of cars of wheat inspected fell off again but oats more than counterbalanced the deficiency so that a total of 11,411 cars of all grains were inspected, compared with 10,454 during the same month a year ago. A total of 6,580 cars contained wheat, as compared with 9,690 in December and 7,803 a year ago; 4,298 of these, or 65.3% graded 3 Northern or better as against 70.9% in December and 60.5% a year ago. Out of 1,636 cars grading "No. Grade" a large proportion would have been 3 Northern or better but for the excess moisture. No less than 3,612 cars of oats were inspected during the month as compared with 3,294 in December and 1,481 a year ago. The fact that the January inspections were so few less than those for October and November—4,210 and 3,881 respectively—is evidence of the strong demand for this grain. During the month some 2,000 cars of oats were unloaded at public, private and interior terminal elvtrs. and approximately 450 more were shipped direct to Eastern points by rail so that 1,160 could only be accounted for by consumption in the West. Except in the case of oats, the stocks in store in public terminal elvtrs. have not increased appreciably during the month. The movement of wheat and barley, a large proportion of which is going forward to the seaboard for export, practically counterbalances the receipts. During the month some 4,551,640 bus. of wheat and 235,430 bus. of barley went forward from local elvtrs. for export out of total rail shipments of 5,166,290 bus. wheat, 904,114 bus. oats and 358,686 bus. barley. Shipments of flax totaled 63,000 bus. and were chiefly for Minneapolis and Baden. As long as shipments take care of receipts there is not much need to make use of the 6 steamers, which are wintering in the harbor for storage purposes.—Grain Commission.

ILLINOIS.

Galesburg, Ill., Jan. 26.—Grain movement light; cars hard to get, have to wait 10 days after order is in.—Farmers Galesburg Elvtr. Co.

IOWA.

Guthrie Center, Ia., Feb. 1.—The only trouble we have just now is the embargo on shipment of grain from this station. Empty box cars are moved from the elvtr. track to Kansas in which we would like to ship corn that the Kansas wheat grower would like to trade his wheat for.—S. G. Compton & Son.

MINNESOTA.

Silver Lake, Feb. 4.—After the big drop in prices, very little grain has come in.—Knute Sorenson, mgr. Equity Co-op. Exchange.

MISSOURI.

Dawsonville (Burlington Junction p. o.), Mo., Feb. 3.—Wheat all shipped out; not more than 3% left in territory. Corn pretty well all moved for the present; some may go out this summer.—Mark M. Adkins.

NEBRASKA.

Blue Springs, Neb., Feb. 2.—Not much wheat in farmers' hands now.—Correspondent of W. S. Nicholson Grain Co., Kansas City, Mo.

Ceresco, Neb., Feb. 4.—Not much corn sold yet; farmers waiting for better roads and higher prices.—Gus Brugger, agt. Lalla Grain Co.

NORTH DAKOTA.

Deisem, N. D., Jan. 28.—Have handled about 100,000 bus. this season. Heavy snow has stopped grain movement for the present.—Ray Rodman, mgr. Equity Elvtr. & Trading Co.

OHIO.

Middle Point, O., Feb. 7.—Cars are very scarce, embargoes on most all lines east, business practically at a standstill. The severe weather has crippled the railroads to such an

extent that there are thousands of cars on switches awaiting movement. We look for better conditions after the railroads are turned back to the owners.—H. G. Pollock.

OKLAHOMA.

Marshall, Okla., Feb. 3.—The elvtrs. of this section are full of grain and cars scarce as ever. We have had only three cars in three months. For six weeks the house has been full and we could receive no more grain; 10% of last year's wheat crop is still on the farms.—U. F. Clemmons.

NEW YORK.

New York, N. Y., Feb. 9.—For the week ending Jan. 30, in comparison with the figures for the same period a year ago, wheat receipts from farms, bus., 6,421,000, 1920; 8,371,000, 1919; wheat receipts from farms, bus., June 27th to Jan. 30th, 682,257,000, 1920; 672,748,000, 1919; total stocks, wheat, all elvtrs. and mills, bu., 210,938,000, 1920; 245,683,000 bu., 1919; change for week, bu., 6,210,000 dec., 1920; 1,476,000 dec., 1919. Exports of wheat, July 1, 1919, to Jan. 30, 1920, amount to 85,892,000 bus., compared with 114,633,000 bus. of wheat last year for the same time.—U. S. Grain Corporation.

SOUTH DAKOTA.

Chancellor, S. D., Feb. 6.—Still about 2/3 of corn in farmers' hands and lots of this is piled on the ground outside. We can not ship it on account of no cars and unless equipment is furnished soon, the corn will not amount to much, as most of it will be in bad condition by spring.—W. H. Raker, agt. A. A. Truax Elvtr. Co.

Recovery for Burning of Warehouse.

Subrogated by owners of property burned, the Liverpool & London & Globe brot suit against the Kosciusko & Southeastern R. R. Co., alleging sparks from a locomotive started the fire that destroyed the warehouse. The judge of the Circuit Court of Attalla County, Mississippi, ruled against plaintiff, directing the jury to find for defendant.

This was reversed by the Supreme Court of Mississippi, holding

In our opinion, the evidence, by a process of exclusion of all other probable causes of the fire, together with the evidence tending to show, with a reasonable degree of certainty, that the sparks issuing from the antiquated locomotive of defendant set fire to the building; in other words, the evidence, taken as a whole, would warrant a jury in returning a verdict for the plaintiff. Of course, the weight to be given to the evidence was a question for the determination of the jury alone, and the question of fact should have been submitted to the jury under the instruction of the court.—83 South. Rep. 305.

Exports of Grain Weekly.

Bus., 000 Omitted.

	Wheat.	Corn.	Oats.
	'19-20.	'18-19.	'19-20.
July 5.....	1,504	539	20
July 12.....	3,851	382	23
July 19.....	3,393	144	93
July 26.....	1,112	413	45
Aug. 2.....	3,067	543	9
Aug. 9.....	3,651	1,419	74
Aug. 16.....	2,620	1,809	44
Aug. 23.....	4,445	3,504	67
Aug. 30.....	6,072	2,938	264
Sept. 6.....	3,848	3,452	118
Sept. 13.....	7,475	3,739	42
Sept. 20.....	6,343	4,409	148
Sept. 27.....	4,690	5,088	29
Oct. 4.....	5,917	5,532	33
Oct. 11.....	2,485	4,078	28
Oct. 18.....	2,830	4,200	18
Oct. 25.....	2,920	4,143	9
Nov. 1.....	2,458	2,513	10
Nov. 8.....	3,856	4,117	23
Nov. 15.....	5,994	3,471	69
Nov. 22.....	4,629	4,005	21
Nov. 29.....	3,781	7,560	39
Dec. 6.....	6,226	10,900	16
Dec. 13.....	3,674	7,740	16
Dec. 20.....	4,639	3,674	10
Dec. 27.....	2,522	4,765	25
Jan. 3.....	5,161	3,600	46
Jan. 10.....	4,854	4,404	62
Jan. 17.....	3,650	5,013	106
Jan. 24.....	1,980	3,661	188
Jan. 31.....	1,992	1,884	84
Feb. 7.....	1,374	2,947	234
Total since			
July 1.....	321,278	241,665	11,432
			38,902
			123,733
			210,094

Wheat Movement in January.

Receipts and shipments of wheat at the various markets during January, compared with January, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	500,461	1,617,566	1,080,181	1,497,379
Chicago	1,814,000	3,552,000	3,590,000	2,535,000
Cincinnati	189,600	241,875	265,200	192,425
Duluth	374,961	9,281,153	607,064	85,545
Ft. William	5,536,588	8,270,908	5,166,290	620,326
Galveston	710,400	505,200	881,063	594,000
Indianapolis	254,800	121,250	101,100	35,000
Kansas City	6,737,850	1,691,550	4,907,250	1,247,300
Minneapolis	10,101,800	4,181,940	3,763,540	2,910,160
New Orleans	1,639,629	.....	1,639,629	1,166,166
New York	1,013,400	.....	2,315,000	.....
Omaha	1,092,000	1,400,400	1,555,200	985,200
Philadelphia	628,096	1,985,442	931,139	1,445,300
San Francisco	84,915	209,989	.....	.....
St. Louis	1,619,400	1,820,515	1,276,800	1,085,310
Toledo	210,000	197,400	238,055	52,930
Wichita	1,556,400	224,000	780,000	76,000
Winnipeg	6,917,575	9,558,675	.....	.....

Corn Movement in January.

Receipts and shipments of corn at the various markets during January, compared with January, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	542,000	243,556	70,572	4,600
Chicago	8,124,000	7,958,000	3,903,000	3,133,000
Cincinnati	298,800	445,500	222,000	203,500
Galveston	12,000	14,400	.....	.....
Indianapolis	1,870,400	2,550,000	1,443,400	1,918,750
Kansas City	1,275,000	4,491,250	563,750	1,981,250
Minneapolis	1,077,340	1,429,940	971,550	1,109,370
New Orleans	.....	.....	40,570	183,808
New York	99,400	.....	90,000	.....
Omaha	2,552,200	4,366,600	1,978,600	3,186,400
Philadelphia	391,122	84,545	72,176	.....
San Francisco	36,378	66,927	.....	.....
St. Louis	3,350,750	3,346,200	1,740,880	1,846,770
Toledo	176,300	308,650	87,050	106,860
Wichita	96,000	171,600	56,000	97,000

Oats Movement in January.

Receipts and shipments of oats at the various markets during January, compared with January, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	274,678	927,049	50,000	789,854
Chicago	7,297,000	6,606,000	5,776,000	5,975,000
Cincinnati	314,000	292,800	208,000	182,400
Duluth	30,454	72,964	56,111	220,584
Ft. William	2,338,219	938,299	904,114	546,493
Galveston	96,000	14,400	.....	.....
Indianapolis	1,214,000	760,400	1,154,000	403,200
Kansas City	676,600	1,555,500	649,500	1,101,000
Minneapolis	1,235,320	3,329,150	1,929,890	3,998,380
New Orleans	.....	.....	34,750	2,967,659
New York	1,282,000	.....	1,102,000	.....
Omaha	1,146,000	2,280,000	1,412,000	2,132,000
Philadelphia	302,285	1,907,077	.....	1,818,340
San Francisco	139,302	103,687	.....	.....
St. Louis	3,826,000	3,250,000	2,826,330	1,926,880
Toledo	241,850	508,900	87,280	330,320
Wichita	40,000	64,500	32,000	38,500
Winnipeg	4,520,100	2,887,950	.....	.....

Rye Movement in January.

Receipts and shipments of rye at the various markets during January, compared with January, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	1,523,885	171,373	275,861	167,253
Chicago	754,000	1,343,000	803,000	75,000
Cincinnati	13,200	36,300	4,800	12,100
Duluth	1,544,214	1,872,265	26,544	1,203
Ft. William	54,702	71,421	.....	5,511
Galveston	25,200	.....	.....	.....
Indianapolis	23,800	17,500	21,000	8,750
Kansas City	77,000	37,400	105,600	22,000
Minneapolis	852,860	684,260	1,908,120	279,030
New York	1,034,200	.....	946,000	.....
Omaha	259,600	176,000	256,300	303,600
Philadelphia	77,017	212,278	76,471	384,555
St. Louis	26,600	13,069	26,670	1,170
Toledo	112,200	65,700	103,520	13,500
Wichita	8,000	None	8,000	None
Winnipeg	143,750	63,000	.....	.....

Barley Movement in January.

Receipts and shipments of barley at the various markets during January, compared with January, 1919, were as follows:

	Receipts		Shipments	
	1920.	1919.	1920.	1919.
Baltimore	12,679	179,531	.....	.....
Chicago	1,000,000	2,714,000	427,000	919,000
Duluth	36,519	371,954	3,096	286,738
Ft. William	586,701	747,006	358,686	47,425
Galveston	547,200	.....	.....	.....
Kansas City	339,000	469,500	137,800	175,500
Minneapolis	896,140	2,049,710	923,800	2,079,790
New Orleans	.....	.....	140,000	.....
New York	471,600	.....	600,000	.....
Omaha	79,200	725,400	95,400	397,800
Philadelphia	43,718	115,000	92,436	.....
San Francisco	319,072	395,491	.....	.....
St. Louis	43,200	203,200	24,760	34,170
Toledo	2,400	17,900	1,375	13,670
Wichita	18,000	11,000	18,000	10,000
Winnipeg	864,000	984,100	.....	.....

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

ILLINOIS.

Springfield, Ill., Feb. 4.—Wheat damaged in many areas of the south half; condition poor over much of the south third; roads snow covered in the north, but muddy elsewhere.—Clarence J. Root, meteorologist, U. S. Dept. Agri.

INDIANA.

Laurel, Ind., Feb. 3.—Wheat crop damaged by ice.—Frank A. Wright, prop. Laurel Elvtr.

MINNESOTA.

Silver Lake, Minn., Feb. 4.—Crops were poor here last year; most of it grading No. 4 and No. 5.—Knut Sorenson, mgr. Equity Co-op. Exchange.

MISSOURI.

Dawsonville (Burlington Junction p. o.), Mo., Feb. 3.—New wheat crop looking thin and weak; about 50% of usual acreage sown this year. Corn and oats acreage fully 100%; everybody wants to sow.—Mark M. Adkins.

NEBRASKA.

Ceresco, Neb., Feb. 4.—Wheat prospect very good for 1920.—Geo. Brugger, agt. Lalla Grain Co.

Blue Springs, Neb., Feb. 2.—Can not tell anything about coming crop; had a poor start last fall and no snow now; will take extra good growing conditions to make a crop.—Correspondent of W. S. Nicholson Grain Co., Kansas City, Mo.

OREGON.

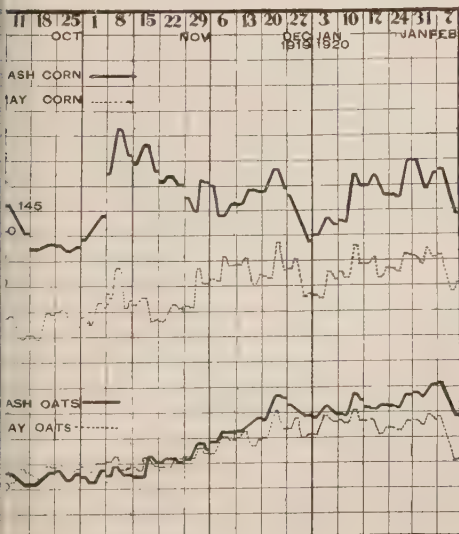
Klondike, Ore., Jan. 23.—The recent warm weather melted all the snow leaving the fields bare. The cold weather of the present week is freezing the watersoaked earth deeply. Some anxiety is felt as to in what condition the winter wheat will come thru the winter. Turkey feed has never winter killed in this section. On Jan. 24, snow during the night covered the ground but is very light, about an inch.—C. F. Smith, mgr. Klondike Farmers Elvtr. Co.

TEXAS.

Kingsmill (Ecla p. o.), Tex., Jan. 29.—Outlook for good crop next year; was never better.—J. D. Jones, mgr. Ecla Grain Co.

Cash Corn and Oats Fluctuations from Sept. 29 to Feb. 7.

Opening, high, low and closing average prices for No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day several cents above or below extreme charted. The May future is shown by the dotted line for comparison.



Re-Argue N-W. Rate Case.

Feb. 5 the Interstate Commerce Commission heard new arguments on the Northwestern grain rate case, which was re-opened at the request of the Minnesota Railroad & Warehouse commission, the Minneapolis Chamber of Commerce, the St. Paul Ass'n, the St. Paul Grain Exchange, the Minnesota Millers' club, the Farmers' Grain Dealers Ass'n of Minnesota, the Farmers' Grain Dealers Ass'n of South Dakota, the Tri-State Country Grain Shippers Ass'n, and the Minneapolis Traffic Ass'n. Attorneys for the petitioners are C. A. Severance and Charles E. Elmquist.

The petitioners "respectfully submit that this great investment in the Northwest should not be either destroyed or impaired in the absence of a showing that the rates have been unduly discriminatory. As a matter of

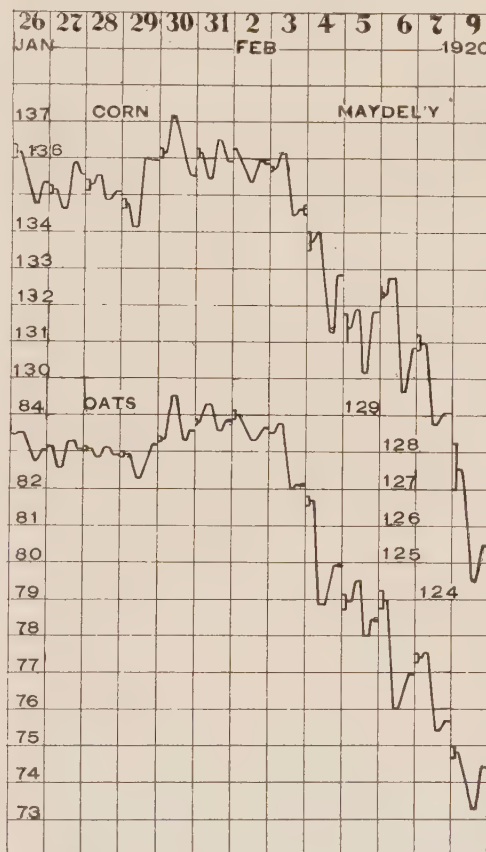
fact, the rate structure has always discriminated against the Minnesota markets and there has been no case in which the railroads have extended either an undue or any discrimination in their favor. In spite of this large investment and the maintenance of transit by the voluntary action of the carriers the mills of Minneapolis have not increased their production as fast as those of the Southwest.

"The proposed rates on coarse grain with the elimination of transit will destroy the coarse grain business in the Minnesota markets, altho of late years the coarse grain business at Minneapolis has amounted in bushels to as much or more than the wheat traffic. This increase has not been due to taking grain from markets like Omaha in the coarse grain territory, but by the great increase in the production of coarse grain in territory naturally tributary to Minneapolis.

"The elimination of the transit and the establishment of the 11 cent rate will result in an advance of Twin City rates to consuming territory from 2.1 to 2.7 per 100 pounds. If the commission is desirous of giving the Minnesota markets an opportunity to live in competition with Chicago, Milwaukee and other Eastern markets there must be thru rates established and maintained from the Minnesota markets on a basis of not over 9 cents over Chicago or the transit privileges that it is proposed to eliminate must be continued. With the one or the other the Minnesota markets can live."

Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith.



Liability for Death of Tank Sweeper.

The Court of Appeals of Kentucky on Nov. 28, 1919, reversed the decision of the circuit court of Jefferson County and granted a new trial to the administrator of Pernie White, a colored boy, who was smothered to death while employed in sweeping out a grain bin for the Kentucky Public Elevator Co., at Louisville Ky.

The superintendent, Kelty, sent Pernie down into the tank, which was of concrete 85 ft. deep and 21 ft. in diameter. Pernie, who was 19 years of age, first tied a rope around his body, the other end of the rope being held by his father, Jack White. After reaching the bottom Pernie called to his father to get him a short ladder so he could reach some grain that was stuck. He untied the rope from around his body. Returning the father went down into the tank but the boy was not in sight, tho the lantern was burning and there was still a quantity of grain in the hopper bottom.

William Whitney, who had charge of the outlet from the tank, when he learned that the boy had disappeared, opened the valve as far as possible and then the boy's foot came thru. After the leg appeared a half a car of corn ran out in about 20 minutes.

The court held that Mr. Kelty was negligent in not making sure that the tank was practically empty by comparing weights or asking the man at the outlet. Also the court held Pernie was not negligent in removing the rope, since it was customary to do so.—216 S. W. Rep. 837.

Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY OATS.														
	Jan.	Jan.	Jan.	Jan.	Jan.	Jan.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.
	26.	27.	28.	29.	30.	31.	2.	3.	4.	5.	6.	7.	9.	
Chicago	83	83	82½	83½	81½	83½	83½	82	79½	78½	76½	75½	74½	
Minneapolis	83½	81¼	81½	81½	81½	82¼	82	80¾	79	77½	76¼	74½	72¾	
St. Louis	85½	85¼	84½	84½	85%	85½	85½	84¾	81½	80	78¾	77½	75¾	
Kansas City	82½	82¾	82½	82½	83¼	83%	83¼	82¼	79½	78¼	76¼	75¼	74½	
Milwaukee	83½	83	83	83½	83½	83¾	83¾	82½	80½	78½	77	75¾	.....
Winnipeg	93%	94	93¾	93%	94½	94¾	94%	93¾	91%	90¼	89½	89%	88	
MAY CORN.														
	Jan.	Jan.	Jan.	Jan.	Jan.	Jan.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.	Feb.
	26.	27.	28.	29.	30.	31.	2.	3.	4.	5.	6.	7.	9.	
Chicago	135¼	135½	135	135%	135½	135%	135½	134½	132¾	131¾	130¾	129½	125½	
St. Louis	137½	137½	137½	138	137¾	138%	138%	136	135¼	134	133¼	131½	128½	
Kansas City	136%	136%	136	137	136¾	136%	136	135¾	133½	132¾	131%	130%	126%	
Milwaukee	135%	135½	135	135%	135%	136	136	134¾	132¾	131½	130%	129¼	.....

The Unfair Tax on Export Grain Shipments

The Revenue Act of 1918 in section 500 provided a 3% tax on freight transported from one point in the United States to another. These taxes in every case are to be paid by the person or persons who pay the cost of transportation, and are to be collected by the carriers that collect pay for the transportation.

The Commissioner of Internal Revenue of the Treasury Department has taken this act and has made certain arbitrary rulings regarding its application. Regardless of the fact that these applications have been very hard on the grain men, any number of protests have been of no avail.

The constitution of the United States declares that there shall be no tax on exports. To get around this the Internal Revenue Collector says that any export shipment that has a break in its journey no longer is an export but a domestic shipment and must pay a tax for the transportation to the stopping or transit point. His explanation of a break in a shipment is when products reach a point in the United States where at the instance of the shipper or his agent they are stopped for a business purpose, such as private sale, grading, sacking, reshipment or manufacture and not in necessary delay or accommodation in the means of transportation.

In examples given by the Internal Revenue Department they quote the following instances:

A miller in Minneapolis has a contract for the shipment of flour to Italy. He purchases grain in the Northwest for purpose of milling it in Minneapolis and shipping the flour milled therefrom to Italy. Amounts paid for the shipments of grain from the Northwest to Minneapolis are not exempt from the tax. The shipment of the flour to Italy if continuous and not interrupted at any point for a business purpose would of course be exempt from the tax if the requirements of this regulation have been met.

A GRAIN BROKER at Baltimore receives a request for a quotation on 50,000 bus. of wheat from a firm in Liverpool. Upon quoting a price to the Liverpool concern the deal is closed. The broker learns that he has not 50,000 bus. of grain. Another broker has 50,000 bus. of grain in transit consigned to him, but moving under a domestic B/L. The broker with the 50,000 bus. order buys the grain in transit and immediately on its arrival at Baltimore loads it on a ship bound for England. The tax should be paid as if it were a domestic consignment, but proof of it being exported should be taken and used in making claim for refund of the tax.

If in this same case, the wheat had arrived in Baltimore and had been held there before being purchased by the broker with the foreign order it was supposed to have come to Baltimore for the purpose of sale. This is termed a business transaction, consequently no refund of the tax could be secured. (According to Revenue Collectors July, 1919. No mention of this instance is in new information issued Jany. 1920.)

Take another instance of a car of grain shipped by a dealer without cleaning machinery to Baltimore. The owner then has it cleaned of the foreign seeds it contains in Baltimore and thereby conserves shipping space in the ocean carrier. The shipping charge is also reduced because the ocean carriers make their charge per cubic foot. The Internal Revenue Collector thinks this is a business act and charges transportation tax because of the increased value of the grain regardless as to whether

the owner had a foreign contract before starting the grain to Baltimore or not. If however this grain was sent to a city near the dealer and there cleaned it could be shipped from that point without tax.

COTTON. A dealer with orders for cotton can go thru the southern states and buy up cotton from dealers and producers. This cotton raiser does not have to do as the grain man. He can ship his cotton to Charleston, S. C., compress and rebale it there and not have to pay the transportation tax from the purchasing point to the point of export if the cotton is shipped on the first available steamer. The Internal Revenue officials do not think compressing increases the value of the cotton even tho the cotton can be shipped for a considerable sum less than it could have been had the cotton not been repressed or rebaled. Lowering the future transportation charges is directly increasing the value of an article. This is supposed to be an accommodation to the means of transportation in the case of cotton.

Any dealer intending to export grain and not pay this tax must have in his files in an accessible condition proof of the export character of the shipment and a contract, order or proposal of purchase of the grain. He must also have on record the amount of grain expected to be exported during the coming year basing his requirements on the three years previous or if this will not give a fair estimate the amount can be determined from the average of the three years before the year 1914.

IN THE LATEST regulation the Revenue Collector has made two different classes of shipments; first, those made against particular orders or contracts; and second those not made on contracts but shipped thru a pool or similar arrangements.

In the first class falls grain upon which no certificates need be filed where the shipper has a foreign contract for the grain and has the grain transported under a thru export B/L in which the foreign consignee and the foreign destination are specified. This shipment does not require a tax on its transportation and does not require a "Temporary Exemption Certificate" or a "Certificate of Exportation" if the shipper will keep in his files proof of the export character of the shipment.

Every shipment not made on a thru B/L against particular contracts or orders for export must be covered by "Temporary Exemption Certificates". The carriers are instructed to collect the tax on all shipments not made on a thru B/L or not covered by a temporary exemption certificate, which should contain:

(1) The name of the shipper; (2) commodity; (3) point of export; (4) number, date, or other identifying feature of foreign requirements certificate, contract, order, proposal of purchase, or other written evidence of intention to export pursuant to which the shipment is made; (5) car number, initial, and weight or other measure of the commodity to be exported; (6) freight charges; (7) foreign destination in case of isolated or single shipments where the foreign requirements certificate is not used.

This certificate must bear a date prior to the date the shipment moves from the point of origin on prepaid shipments or a date prior to the arrival of the shipment at its destination on charges paid by the consignee.

The shipper, according to the Revenue Collector, is the person who pays the transportation charge and they say that this person is the one to file the "temporary exemption certificate."

In case the shipment is sent prepaid the

consignor if shipping to a broker who is going to immediately export the grain can file the "temporary exemption certificate" to avoid the payment of the tax.

In case that the shipment is sent collect and the consignor has information that the broker is going immediately to export the grain he can act as the agent of the broker and file the exemption certificate at the point of origin. The agent of the carrier will then forward the exemption certificate to the agent who will collect the freight charge. He will use it as authority for not collecting the tax. Then all the broker has to do is to give proof in his "certificate of exportation" within 30 days after exportation that the grain was immediately exported.

The temporary exemption certificates do not grant permanent exemption. Proof of exportation must be made in the "certificate of exportation". It must be filed with agent of the carrier within 30 days after the shipment has been exported. If not filed it is cause for the carrier to collect the tax exempted temporarily.

The certificate of exemption must contain: (1) the kind of property (2) car number, initial and weight or other measure of property making up the cargo (3) amount of freight charges to point of export (4) number of the temporary exemption certificates of the shipper (5) reference to the contract or other written evidence of intention to export upon which shipment is applied (6) Place of original shipment (7) foreign destination and (8) name of export carrier.

A DEALER having in his possession an ocean B/L and no certificate of exportation should keep it on hand available for inspection by revenue agents.

Under this scheme the dealer can no longer ship his grain and say it is for export, receive the lower rate, reconsign the shipment and forget it.

POOLS:—A certain number of private shippers can have elevators at an export point each of which is used for a certain grade of wheat. These elevators, when used for the express purpose of transferring wheat of the same grade from cars to vessels regardless of its origin or to the contracts to which it applies and not for the filling of orders received after the grain has arrived there, are what the Revenue Collector considers a pool. The dealer can ship into this pool his shipment of wheat when he has certain foreign contracts, proposals of purchase or other written evidence of the intention to export.

To ship thru a pool of this nature and avoid paying tax the consignor must give proof to the Revenue Collector that he has certain proposals of purchase or contracts by filing a foreign requirements certificate with Revenue Collector at point where the person paying the transportation charges has his principal office or place of business. This "Foreign Requirements Certificate" should contain: (1) Contracts, orders, proposals of purchase, or other written evidence of intention to export (such other written evidence of intention to export to be one year's estimated requirements determined by averaging the three preceding years as shown by the books of the shipper or to be based on a firm order), numbered consecutively; (2) name of shipper; (3) place or places of foreign destination; (4) commodity; (5) point or points of export; and (6) the numbers or other identifying feature of each contract, order, proposal of purchase, or other evidence of intention to export.

This certificate is filed in the office of the Internal Revenue Collector for the purpose of checking against the Temporary Exemption certificates and the Certificates of Exportation made out.

When a man ships into a pool he files also a Temporary Exemption Certificate which gives him exemption until he can show in the Certificate of Exportation that the same

ade and amount of grain shipped into the pool has actually been exported. Failure to do is makes the shipper subject to tax.

The certificates of exemption spoken of could be filed within 30 days after grain's exportation.

Grain shipped under temporary exemption to a pool and an equivalent amount of tonnage goes into export can be referred to in the certificate of exportation (in lieu of the car number and initial) in the total number of tons and grade which will correspond to the information given in the original temporary exemption certificate.

PROVISIONS ARE RETROACTIVE.

When this tax went into effect these certificates were not immediately available. Then any persons exempted themselves who could not have been exempt. The latest ruling given out by the Internal Revenue Department on Jan. 17 instructs the carriers to certain the amounts due for taxes on freight charges that were improperly exempted. The carrier should then bill the shipper for the amount and in case the shipper does not make payment within 10 days the carrier will certify the amount to the collector of his district in turn will certify the amount due to the Commissioner of Internal Revenue who will declare the taxes due and payable by special assessment. In case the taxes are then not paid within ten days thereafter distraint proceedings will be taken according to law to collect the tax so found due and payable. From this it seems that the person who claimed an exemption from the tax where the continuity of the shipment has been broken will either have to pay or take the case to court.

Legal advice differs as to the advisability of fighting this case as the law was passed by the Internal Revenue Commissioner with instructions to collect this tax and he is acting as instructed. Some lawyers believe the courts would decide an export shipment an export regardless as to whether it rests the way or not, and that this section of the law is unconstitutional. Complaining to the Internal Revenue Department is of no avail. What has to be done is for the exporters to get together, bring the case to court and endeavor to have the law in its application to ports declared unconstitutional.

THE COMMITTEE of Manufacturers on Federal taxation are proposing that congress reduce the federal tax on producing enterprises by \$100,000,000 and raise the amount of this revenue by levying a 1% tax on all land holdings. In a chart that this organization issues they show that the tax on the privilege of land ownership is one-seventh of the tax paid by industry.

Suit to Cancel Lease on Right of Way.

The Fireproof Storage Co., of Spokane, Wash., being injured by the competition of warehousemen who enjoyed sites for their warehouses at nominal rental on the right of way of the Northern Pacific Ry., brought suit in equity to have these leases canceled, alleging

"(1) That they operate as a restraint of trade. (2) That they give an unlawful preference to persons receiving the benefit of the lease. (3) That they are intended as and amount to a rebate to shippers receiving the benefit thereof. (4) That they are an unjust discrimination against other owners of warehouse property and other shippers in interstate commerce not receiving the benefit thereof."

The U. S. District Court for the Eastern District of Washington on motion by defendant Director General Walker D. Hines dismissed the suit on the ground plaintiff was not a party to the lease, that it was not a violation of the Interstate Commerce Act, and that the damage was too remote for legal redress.—261 Fed. Rep. 215.

The Passing of a Famous Elevator.

BY FLORENCE L. CLARK.

"The old elevator on the river at Prairie du Chien has been sold for a song. The upper stories will be wrecked and the lower part made over into a factory for stock foods."

The news as it recently spread along the river gave the pioneer grain men of the Upper Mississippi a sad thrill and set them to reminiscing of the picturesque days of the sixties when Prairie du Chien was the great rival of St. Louis for the wheat of the "top country." Then the big elevator was a grain receiving station for an immense territory.

An event of tremendous bearing on the development of the Northwest was the arrival Apr. 15, 1857, of the first train of the Milwaukee & Mississippi railroad at the bank of the Mississippi at Prairie du Chien, Wis. As the train came to a stop "the shriek of the Lake Michigan locomotive," a river historian tells us, "was echoed by the Mississippi bluffs and responded to by the shrill whistle of welcome from a river steamer just coming into port, while hundreds who had gathered to witness the arrival shouted a welcome." On board the flag-bedecked train were the Milwaukee men who had visioned, financed and carried the railroad through against enormous odds and with no real assurance it would be anything more than a monumental failure.

It was the first railroad built in Wisconsin and the first one to reach the Upper Mississippi. Previous to that time St. Louis had been the mart for all the grain of the country from Dubuque to St. Paul, and the Mississippi river the highway over which it was transported.

The railroad builders hoped to divert this grain trade and the other business of the upper country to its lines and make Milwaukee the market instead of St. Louis.

Could it be done?

Many of the wisest men believed that this first of the great system of railroads now radiating from the city of Milwaukee, could never successfully compete with the steamers for the commerce of the Upper Valley. When that fall a shipment of grain from Minnesota to the Great Lakes consisting of ten car loads did actually go over the railroad the event was considered so remarkable as showing the transition the western country was undergoing that eastern dailies headlined it and commented upon it extensively in their editorial columns.

Within two years 100 carloads a day were going from Prairie du Chien to Milwaukee and the traffic continued to grow until by far the greater part of all grain of northern Iowa and Minnesota was transported that way and Milwaukee had earned the reputation of "the great grain market in the world."

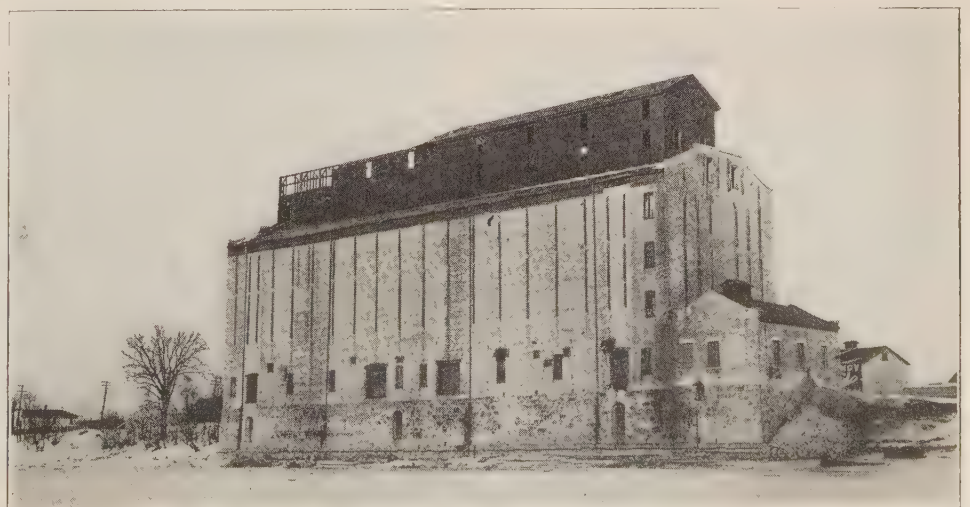
In the beginning most of the business was in winter when navigation was closed. But

gradually traffic in the summer was turned that way. Just how railroad officials brought that about is a story in itself. By 1861 we find the company, however, operating a fleet of boats in connection with the railroad, and almost hourly arrivals of grain laden boats. Five packets ran south from Prairie du Chien to Dunleith and north to St. Paul; two to Eau Claire and places on the Chippewa river; three to Lansing, Iowa and Brownsville, Minn.; one to Dubuque; and three to McGregor, Iowa, opposite Prairie du Chien. Besides there were the tri-weekly packets between St. Paul and St. Louis which touched at Prairie du Chien and left much produce from the north.

To accommodate the immense amount of grain, warehouses and elevators sprang up all along the Prairie du Chien wharf. First and largest of these was the elevator built by several officials of the railroad company with its foundations out in the channel far enough so that even at lowest water stage steamers and barges could tie up right at its doors. The building was of white brick veneer with frame and bins of heaviest plank interlocked. It had a capacity of nearly 300,000 bus. and was the wonder of the up country not merely because of its size, but because of its ultra modern equipment. Part of this was a large scraper device which was lowered into the boats and barges and dipped up the grain, carrying it into the elevator, whence it was loaded out on the other side into cars.

During the sixties railroads were built paralleling the Mississippi on the west side of the river and spurs sent out from it into Iowa and Minnesota. But it was not until 1874 that the big boat days passed for Prairie du Chien and its river elevators and warehouses. That year James Lawler completed his famous pontoon bridge across the Mississippi from Prairie du Chien to North McGregor. When the Milwaukee & Mississippi River railroad was taken over by the Chicago, Milwaukee & St. Paul Railway Co. the elevator was part of the property which went with the deal. The elevator has been owned by the railroad ever since. In later years it was leased to the Hunting Elevator Co. of McGregor, now the Hunting Elevator Co. of Minneapolis. On the removal of their headquarters from McGregor to Minneapolis six years ago they ceased renting and using the elevator. At that time it had done continuous service for fifty-five years. The Milwaukee Railroad Company has used it since just as a warehouse for storing unclaimed freight.

A BOOKLET giving information of value to handlers and users of feeds is being distributed by the National Brokerage Co. of Memphis, Tenn.



Wrecking Pioneer Elevator at Prairie du Chien, Wis.

New Reconsignment Rules Effective.

All carriers have published the new reconsignment rules for grain, seeds, hay and straw.

The C. B. & Q. R. R. has published the new rules to become effective Feb. 12, but the present rules of that company are substantially the same as the new rules.

The Chicago & North-Western R. R. has published the new rules to become effective Feb. 9, and under the publication of that company, grain originating at points in Illinois and south of the line Chicago, Ill., to Clinton, Ia., and at points west of Clinton, Ia., when routed via Clinton, Ia., may be reconsigned to Milwaukee or Manitowoc, Wis., and intermediate points, free of reconsignment charge, provided disposition order is given prior to the expiration of the free time under the demurrage rules. When disposition order is given after the expiration of the free time under the demurrage rules, the charge for reconsignment is \$2 per car, in addition to any demurrage charge.

It is understood that any changes in the charges prescribed in the new rules apply as of date of shipment from point of origin in the country.

Following are the effective dates of the new rules via the various carriers:

A. T. & S. F., Dec. 16; B. & O., Dec. 28; C. & A., Dec. 22; C. & E. I., Dec. 1; C. & N. W., Feb. 9; C. & O., Dec. 1; C. B. & Q., Feb. 12; C. G. W., Dec. 1; C. I. & L., Dec. 1; C. M. & St. P., Dec. 1; C. R. I. & P., Dec. 26; C. T. H. & S. E., Dec. 1; E. J. & E., Dec. 1; Erie, Dec. 1; Grand Trunk, Dec. 3; Ill. Cent., Dec. 31; Mich. Cent., Nov. 22; M. St. P. & S. S. M., Dec. 1; N. Y. Cent., Dec. 1; N. Y. C. & St. L., Dec. 1; Penna., Dec. 6; P. C. C. & St. L., Dec. 6; Pere Marquette, Dec. 1; Wabash, Dec. 22. J. S. Brown, Manager, Transportation Department, Chicago Board of Trade.

Liability for Telegraph Error.

"Gross" and "ordinary" negligence are so different as to impose differing degrees of liability on the telegraf company. If the negligence is gross the party receiving the erroneous message can recover full damages regardless of the fine print conditions binding the sender. If the negligence is "ordinary" the receiver can recover no more damages than the sender, limited by the fine print to the cost of the message.

The Supreme Court of New York, Appellate Division, which is the court of last resort in that state, on Dec. 29, 1919, reversed a decision by the lower court and reduced the damages allowed the New York Fruit Market from \$185.20 to 66 cents.

The typewritten message read plainly as delivered to the Western Union: "Jamaica cargo Thursday or Friday, price \$5.00. How many do you want." The Western Union changed it to \$4 and plaintiff ordered a whole carload of bananas. Plaintiff did not discover the error until after the invoice had been received and paid and the bananas retailed at a loss.

The Supreme Court, on judge dissenting, held

The only substantial difference in the two words "five" and "four" in the use of the Morse code is in the last letter of each. The letter "e" is a dot; the letter "r" is a dot, a space and two dots, while the letter "v" is three dots and a dash; the letter "u" is two dots and a dash. The plaintiff's witness testified that an operator could very easily make a mistake on a "v" and on a "u"; that his instrument might not record one dot. If the instrument could very easily make a mistake in recording one dot, might it not very easily make a mistake in not recording the two dots in the "r"? It was to guard against such mistakes that the defendant provided the opportunity at a small expense to protect persons doing business with it from possible loss. The sender of the telegram did not see fit to avail itself of this privilege.

The judgment should be modified, by reducing the plaintiff's damages to 66 cents, with inter-

est from June 25, 1918, and the judgment, as so modified, affirmed, without cost of this appeal.

179 N. Y. Supp. 483.

New Elevator at Indianapolis.

The "Midwest Transfer Elevator" just completed is a valuable addition to the grain handling facilities of that leading railway center, Indianapolis, Ind.

Altho built as a private enterprise by the Springer-McComas Grain Co. the house will do custom work for others. It is shown in the engraving herewith.

Situated on the Belt Ry., with a railroad track on each side for unloading in or loading out on both sides at the same time, the elevator utilizes its handling facilities to the best advantage. There are three 6,000-bu. elevator legs, with 8x18 buckets. Two legs are used for receiving, but either of the three may be used for loading, and the handling capacity is 20 cars per day.

The house is built of concrete, has 23 bins, and the storage capacity of the work house is 50,000 bus. Two Randolph Driers have a capacity of 10,000 bus. per day. All bins have hopper bottoms. The distributors are of the telescope trolley spout pattern. Included in the equipment are 9 Fairbanks-Morse Electric Motors of a total of 140 h. p., one Fairbanks-Morse Hopper Scale of 2,000 bushels capacity;

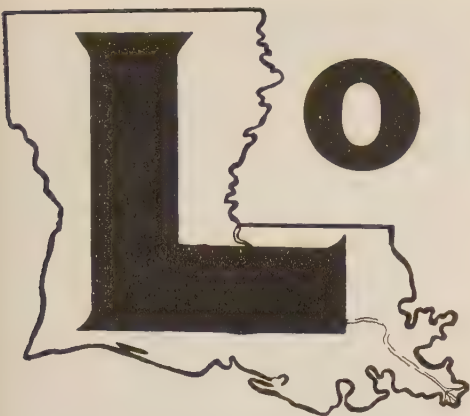
2 power shovels, two receiving sinks; 1 No. 11 Monitor Receiving Separator of 1,500 bus. per hour capacity, 1 Day Dust Collector and 2 manlifts. The power transmission was furnished by the Weller Mfg. Co., and the house was erected by the Reliance Construction Co.

PRUSSIAN crops in December according to the Prussian Statistical Bureau were in the following condition: Wheat, 3.2; spelt, 2.8; rye, 3.2; barley, 2.9; rape and colza, 3; clover, 2.9; compared with wheat, 2.6; spelt, 2.7; rye, 2.4; barley, 2.3; rape and colza, 2.5; and clover, 2.7, in December, 1918. In this table, 2 is good; 3 is average and 4 is poor.

WE HEAR that continental countries, as well as our own government, have bought freely of Argentine wheat, which is of good milling quality, and this general buying is being confirmed by the shipments. The good supplies from the Southern Hemisphere are indeed most welcome, but Europe must still go to North America for quite substantial quantities, and this is a point it will be well not to overlook. North America is certainly able to furnish 700,000 to 800,000 qrs. of wheat and flour per week for the remainder of the season, and we think this quantity will be needed, bearing in mind that in addition to Europe's needs, ex-European buyers want at least 100,000 qrs. per week from the several exporters. —*Corn Trade News*, Liverpool.



Concrete Transfer Elevator of Springer-McComas Grain Co., Indianapolis, Ind.



Louisiana

cleared the port of New Orleans for export last year on Sept. 14, which usually is a period of high price and scarcity.

The corn is always sun-dried in the fields and never contains surplus moisture. The bulk of the corn will grade No. 2 and can be safely shipped anywhere. It is generally hauled from the field to the box car without cribbing. A car sold in January, 1920, in the shuck, for \$1.65 per bu. at a point only twenty miles from New Orleans. The farmer who made this sale, O. W. Crawford of Paradis, La., has raised as high as 110 bus. per acre, and generally gets a yield of 75 bus. per acre on fields that have had but one cultivation.

With the era of live-stock raising now sweeping the South, the advisability and desirability of raising corn for marketing purposes is becoming more pronounced. Further increases in the production of corn in Louisiana are now a certainty, and the possibilities almost unlimited. Corn can be raised in all parts of the state where cotton can be grown. Louisiana's problem now is the further development of lands by reclamation and drainage canal work. With this development the yearly crop will expand. The next problem will be grain handling facilities at the country points. This, too, is already under way and new elevators are in prospect.

GRAIN PRODUCTION OF LOUISIANA.*

	1919.	1918.	1917.
Corn, bus.	32,375	28,800	32,400
Oats	1,650	2,000	1,873
Rice	19,712	16,704	15,500
Peanuts	93	108	120
Hay, tons	450	292	320

*(ooo omitted.)

New Orleans Outlook for Grain Exports.

New Orleans, Feb. 7.—The year 1920 will bring many new developments in the grain export situation. Notable among these will be the increased wheat and barley exports from the port of New Orleans. This increase will depend largely upon foreign credit, and exports will be large if the United States Government makes another loan to our Allies. On the other hand, if the Government does not forward money to the needy Europeans, foreign credit will depend upon private banking enterprise, which will result in a smaller volume of export business in grain as well

as other necessities. At present this situation is problematic, but the one fact remains, that Europe must have supplies and that the United States has a surplus.

An attempt was made during the war to move as much grain as possible for export off the eastern coast, due probably to the fact that the supplies were needed for armies in the field, and had to be sent with all possible despatch, but the logic of carrying western grain across the continent and up-hill did not work out well, and when the Eastern elevators became congested the Grain Corporation and the Wheat Export Co. turned to New Orleans for relief. This situation was especially true of wheat altho large amounts of barley, grown on the Pacific coast, were exported on war-orders thru New Orleans.

The corn export business during the war was a little better than in normal times, but at best, this cereal is never exported to Europe in large quantity, because of the competition of Argentine corn. The Atlantic freight rates on oats are so much lower than Gulf ports' rates that it is practically impossible for New Orleans to compete.

In all probability, nothing definite can be said of the Export outlook for New Orleans until some time in June. It is logical to suppose, however, that after the railroads are returned to their private owners, they will strive for a re-adjustment of rates, to put New Orleans on a more competitive basis with Eastern coast ports. There are railroad-built, as well as publicly-built, export elevators in the port of New Orleans. These facilities will be well-used during 1920 and it will be the railroads, themselves, who will want to see New Orleans get its full share of grain exports.

For many months the parity of ocean tonnage has been dislocated, another war-result. It has been almost as difficult to secure ships for South and Central American exports, as it has been for the country grain shippers to get box cars. It is breathed in New Orleans export circles that the Shipping Board has favored the Atlantic ports in both allotment of ships and ocean freight rates.

After all things are considered, the New Orleans exporter is very optimistic about the outlook for his port. He hardly knows where to base his opinions, but he is strong in repeating the old axiom, "What's right is Right."



A Typical Louisiana Corn Field on Reclaimed Land. No Bending Over to Gather Crop.

New Orleans

The Great Gulf Port

The New Orleans Board of Trade.

That element or quality of all successful business firms, that spirit which today is not only enhancing firms, groups of firms, cities, but even nations, that flagrant trend of the country's peoples, that same tangible thing, *co-operation*, was realized by the commercial enterprises of New Orleans about the year of 1889. They felt that no general plan of continued progress could be followed without concert of action.

The New Orleans Board of Trade was organized!

The body was the outgrowth of the consolidation of different interests of the city, who previously had come to some crude organization of their various businesses. It was then that the Produce Exchange, Chamber of Commerce and the Merchants and Manufacturers Ass'n united to form the New Orleans Board of Trade.

In the early 70s the Chamber of Commerce attempted to establish a Produce Board as a subsidiary body. The exchange was established at a very great expense, but when the logic of the thing worked out it seemed impractical to change the system of dealing to *description of commodities* rather than *sample*, so the closing of transactions on the levee held forth in popularity. The attempt was unsuccessful. Altho the endeavors of Chas. Briggs, the leader of the movement, were enterprising and energetic, the dealers failed to see the advantage of trading in a body on an Exchange floor.

The second attempt to organize the Produce Dealers was made under the leadership

of William B. Schmidt, who wisely chose a location nearer the levee, more acceptable to the dealers. A year's trial was sufficient to show that the dealers were still not ready to accept a change in methods of transacting business.

In May, 1880, William M. Smallwood, editor of a morning paper, started an informal Call Board at the corner of Magazine and Poydras streets. The merchants of the vicinity gathered here every morning and soon called themselves the Produce Market. This open air exchange soon became a feature, but as the rain often interfered with the calls, it was deemed advisable to rent quarters. This led to the organization of the New Orleans Produce Exchange. A constitution was drawn up in August, 1880 and E. K. Converse was elected President. Mr. Smallwood was made Secretary. The meetings were held in ill-furnished rooms, attended by a small part of the membership, while the calls were made more for form than for business. There was almost a total absence of faith among the leading dealers, in view of the two unsuccessful attempts already made.

The confidence of the directory and the untiring work of the President and the Secretary eventually resulted in perfecting an organization. A stock company was formed and the Exchange was fully incorporated under the general laws of the state on Sept. 1, 1881.

The new organization grew in size and importance. The property of the St. James Hotel on Magazine St. between Natchez and Gravier Sts. was purchased. Plans were immediately drawn for an Exchange Building which was ready for occupation on Dec. 1, 1883, and the inaugural oration was delivered by Louis Bush, who afterwards became the first president of the Board of Trade.

About five years later the first steps were taken to combine the Chamber of Commerce and the Produce Exchange to form a Board of Trade, to which all other commercial bodies of the city were asked to affiliate themselves. A joint committee from the Chamber of Commerce and the Produce Exchange, held an informal session to consider the advisability of such a combination. The committee reported the proposition to the membership at a joint meeting of the two bodies as being an excellent undertaking. The general sentiment was in favor of the establishment of a Board of Trade. Accordingly, the legal matters were straightened out and the amalgamation took place. The New Board of Trade was formed and incorporated Jan. 9th, 1889, with a capital stock of \$100,000.

Steps were taken to bring other organizations into the amalgamation, and a resolution was passed at the February meeting the same year to admit members of the Merchants and Manufacturers Ass'n, or any other Association or Exchange, to the Board of Trade. Further amalgamation took place in 1903, when the Board of Directors ratified an agreement of consolidation with the Maritime and Merchants Exchange, brought about as a result of a special conference of the two organizations. The purpose of the Maritime and Merchants Exchange had been to protect the interests of navigation, and of importers and exporters. The body was previously known as the Shipping Exchange. In the interests of the members of the Board of Trade engaged in shipping, exporting or importing, and allied lines, a Maritime Branch is maintained, where a telegraphic signal and vessel reporting service with San Key, Florida, is conducted. Telephone vessel reporting service is maintained with the Mississippi

River stations, Quarantine, Pilottown, and Port Eads.

The uniting of the maritime and shipping interests with the Board of Trade has resulted in promoting the interests of commerce and trade, increasing facilities, and correcting discriminatory freight rates against New Orleans.

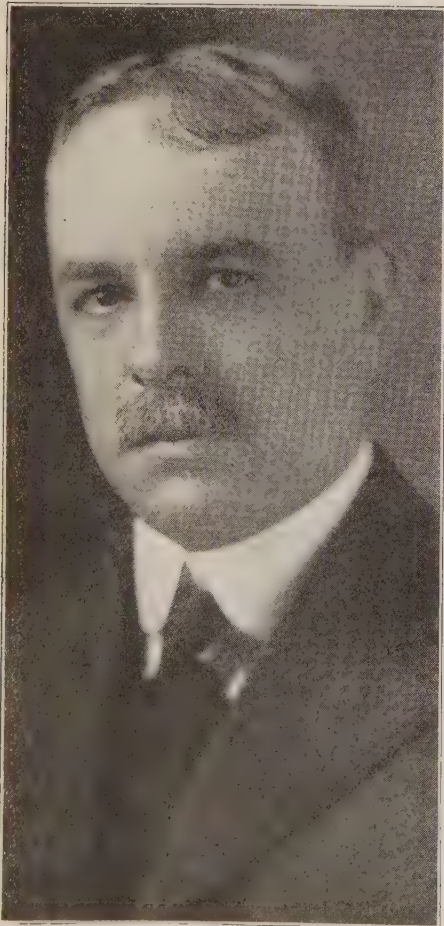
No one ever dreamed that the handful of produce men who organized a "Commercial Exchange" on the sidewalk in 1880 were the beginning of a large and influential commercial body, destined to guide the needs and necessities of the ever-growing trade and commerce of the Second Port of America.

In the words of Col. Louis Bush, first President of the Board of Trade, "There will be no reason whatever to doubt that the high commercial position of New Orleans is assured and that her bright mission will be to constitute a great entre-pot for commerce, a resort for capital, a mart for industry, a center of intelligence and a concentration of strength and civilization which will place her in the foremost rank, and make her people, if they be true to themselves, contented and prosperous."

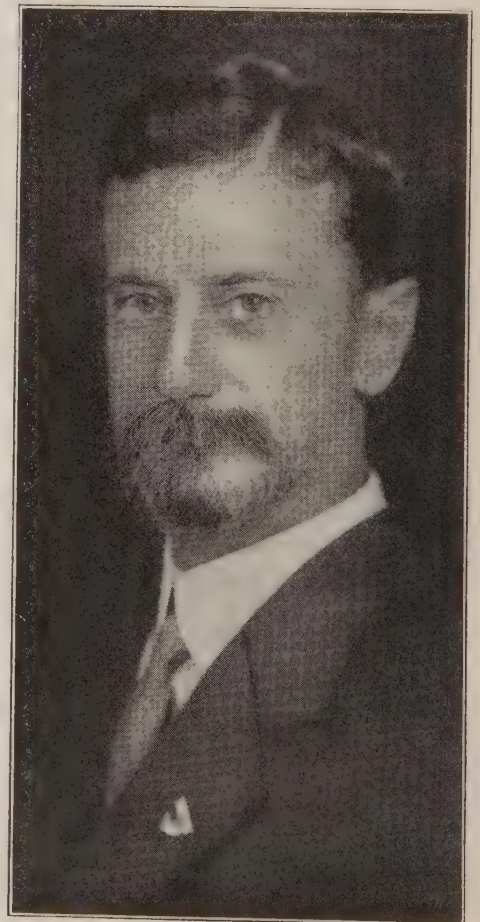
His prophecies have been fully realized.

Strategic Location.

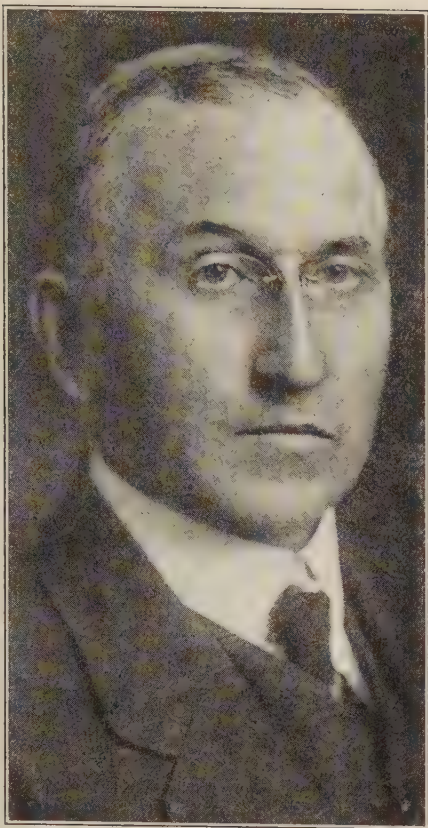
Lying on the Mississippi, with its system of navigable waterways radiating 13,900 miles thru the country, the terminus of twelve railways, the center of six canals, a principle point on the Government's Inter-Coastal Canal connecting Boston, Mass. with Brownsville, Texas, (soon to be completed), New Orleans is not only favorably located to be the "Terminal Markets' Market," but is exceptionally located for exporting the Country's surplus grain crops. New Orleans receives grain from many primary markets, reaching as far north as Minneapolis, and as far west as San Francisco. With respect to foreign trade, New Orleans has forty-five steamship lines running to its large harbor.



Warren Kearney, New Orleans.
Pres. Board of Trade.



H. S. Herring, New Orleans, La.
Sec'y Board of Trade.



C. B. Fox, New Orleans.
Zone Mgr. Grain Corporation.

These times often carry full cargoes of grain amounting to 500,000 bus. in one ship, while many others handle split cargoes of cotton



G. M. Milam, New Orleans.
Chairman Grain Com'ite Board of Trade.

and grain. The steamers bringing bananas and coffee from South America are loaded with grain, flour and mixed feed for the return trip. Since the Panama Canal has been in operation many new export fields have been opened to the Crescent City, the city being the nearest American port to that remarkable piece of American Engineering, the Canal.

Port Facilities.

Grain elevators, wharves, and warehouses, side-by-side along forty-one miles of river frontage, give the traveler a striking impression of the Port of New Orleans, a bewildering panorama of seething material activity, quite different from the generally expected semi-tropical, inactive, care-free town. The harbor itself attracts many visitors to the city. It lies 110 miles from the mouth of the Mississippi River and ranges in depth from 40 to 200 feet. The wharves and levees are well occupied with State-owned and railway-owned elevators, warehouses and freight sheds. A public belt railroad serves all points on the wharf in transferring commodities to and from the railroad lines.

Altho the state-owned cotton warehouses are enormous, that being the city's largest industry, the Public Grain elevator, completed two years ago, is by far the biggest bulk freight handling establishment the port has. Not only is the grain trade of New Orleans proud of this large grain handling plant, but the city, the state, and even the country is proud to tell foreign grain men of this thoroughly efficient, concrete elevator, open to all, for storing, cleaning, drying, inspecting, sacking, mixing and turning grain.

Inspection and Weighing Department.

Terms: New Orleans weights and grades. Contracts made upon the above terms tell a story between the lines of confidence in the destination Inspection and Weighing department. Whenever a shipper relies explicitly and repeatedly upon destination weights and grades, you can rest assured he is confident of the accuracy of the Inspection and Weighing Department of his terminal. That is why shippers specify "New Orleans weights and grades."

The Inspection and weighing department of the New Orleans Board of Trade is under the direction of Chief Geo. S. Colby. Thomas C. Robinson is assistant to the Chief and is head weigher. Six licensed inspectors assist Mr. Colby in his work at the four Inspection Laboratories of the New Orleans Port.

Mr. Colby, recognized as one of the best judges of grain in the country, has had a long experience in the trade and thru impartiality has gained the confidence, not only of New Orleans grain handlers, but of grain men from all parts. The Chief began his career in 1890 as a helper to the Grain Inspector at Kansas City, Kan. It was only a comparatively short time before he was commissioned an inspector at Kansas City, where he remained until 1896. About this time, a law was passed creating a State Inspection Bureau, and Mr. Colby's ability was immediately recognized by an appointment as State Grain Inspector. He was placed in charge of the Coffeyville, Kan., inspection department where he remained for two years.

Realizing that his opportunities were limited at Coffeyville, Mr. Colby resigned, and went into business as a private inspector at Kansas City, Mo.

After two or three years in Kansas City as a private inspector, Mr. Colby was approached by a representative of the Maritime and Merchants Exchange of New Orleans with an offer of a position on that Exchange which was then inspecting grain in New Orleans. He accepted the offer, and when the Maritime and Merchants Exchange consolidated with the New Orleans Board of Trade, in 1905, he was taken into its inspection department. His industrious work won for him the position of Assistant Chief Grain Inspector. He con-



Paul R. Kalman, New Orleans.
Chairman Hay Com'ite Board of Trade.

tinued in this capacity from 1909 until 1917, when he was appointed Chief Inspector and Weighmaster of the Board of Trade, succeeding W. L. Richeson.

"Mr. Colby's entire business career," as one New Orleans grain man puts it, "has been associated with the inspection of grain. He



Geo. S. Colby, New Orleans, La.
Chief Grain Inspector.

wants to do the right thing and knows how to do the right thing. That's why 'misgrading' is not in his vocabulary."

LICENSED INSPECTORS.

The six licensed inspectors, assistants to the Chief are all men who have had years of experience in determining the grade of grain.

John M. Wilke, Inspector at the Public Elevator Laboratory, has been with the department for ten years working his way up from helper to Licensed Inspector.

Peter Kaiser, learned to use the trier when a boy. He has been with the grain inspection department since he first took a sample and is now Licensed Inspector in charge of the laboratory at Stuyvesant Docks.

J. L. Hellwig, has also been with the department since he was a boy. His diligence has been rewarded, for he is now Licensed Inspector in charge of the Westwego Laboratory.

Clarence W. Robinson worked in the department for many years, and also had some experience in the Inspection Departments at Galveston and Ft. Worth. He is now located at the Stuyvesant Docks laboratory.

W. L. Engelhorn is the inspector in charge of the Chalmette Elevator, inspecting grain received by Southern Ry.

A. E. De Fraites is Licensed Inspector in charge of local business. He has been with the department for years and started as a helper working his way up to Inspector.

Federal Supervisor at New Orleans.

The Federal Grain Supervision office in New Orleans is under the direction of Robert R. Saunders. As first assistant, Mr. Saunders has Supervisor E. J. Hickey, who is in charge of the four samplers and the laboratory. The offices consist of four rooms in the Pan-American Bldg. where a thoroughly equipped grain testing laboratory is maintained.

Samples are taken at random from the receipts of grain at New Orleans and brought to the Supervision office for grading. These grades are merely a check on the grades be-

ing issued by the Inspection and Weighing Department of the Board of Trade where four Licensed Inspectors, including Chief Geo. S. Colby, are employed.

The New Orleans Supervision office, like the other supervision offices thruout the country, keeps in line with the Board of Review at Chicago, where samples are submitted, for testing the accuracy of the supervision offices. The Licensed Inspectors, employed by the Grain Exchanges thruout the country, are kept in line with the work of the Board of Review at Chicago thru the local Supervision offices.

In cases where the Licensed Inspectors and the Supervision office do not agree on the grade of certain car, a sample is submitted to the Chicago Board for ruling.

GRAIN EXPORTED FROM NEW ORLEANS DURING THE CALENDAR YEAR 1919 AND DESTINATION OF EACH SHIPMENT.

	Wheat, bus.	Corn, bus.	Oats, bus.	Barley, bus.
Antwerp ..	543,533	.....	.....	46,666
Avonmouth ..	.....	.....	.....	774,065
Belfast	1,178,703	100,000	.....	23,168
Bordeaux ..	186,500	.....	.....	.....
Brest	105,100	.....	.....	.....
Cardiff .....	.....	.....	.....	134,000
Cette .....	.....	.....	209,000	.....
Dublin	284,900	.....	.....	973,880
Dunkirk	361,025	.....	.....	.....
Falmouth .....	.....	.....	239,245	.....
Gibraltar ..	2,534,700	.....	434,500	93,333
Glasgow	358,586	.....	.....	345,866
Havre	1,017,260	.....	.....	.....
Hull .....	.....	.....	.....	1,651,740
Leith .....	.....	.....	.....	333,428
Liverpool ..	3,757,939	.....	500,000	1,108,088
London	257,898	.....	600,000	967,020
Manchester ..	509,333	.....	.....	208,959
Marseilles ..	743,775	.....	.....	.....
Nantes	185,850	.....	.....	.....
Rotterdam ..	208,748	.....	401,136	.....
Sharpness .....	.....	.....	.....	147,600
St. Hel'na B'y	.....	.....	2,152,083	.....
St. Nazaire ..	321,000	.....	.....	.....
Swansea .....	.....	.....	.....	203,900
West Indies, Cent. Amer. and Mexico	122,900	960,292	1 252,215	.....
Total, 1919.	12,677,755	1 060,292	5,788,181	7,011,688
Total, 1918.	10,480,092	8,968,403	18,357,856	7,551,830
Total, 1917.	16,946,899	5,047,609	10,509,782	8 991,691
Total, 1916.	22,909,819	5,312,840	444 875	828,707
Total, 1915.	30,029,810	4,154,405	1,491,449	.....

The I. C. R. R. Elevators at Stuyvesant Docks.

The Central Elevator and Warehouse Co. under the supervision of the Illinois Central Railroad operates three elevators in the Port of New Orleans.

R. C. Jordan is Superintendent of the Stuyvesant Docks where elevators "D" and "E" are located. The Grain Inspection Department of the Board of Trade has a laboratory at the "Docks" to take care of inspections at Elevators "D" and "E."

Elevator "E"—Stuyvesant Docks.

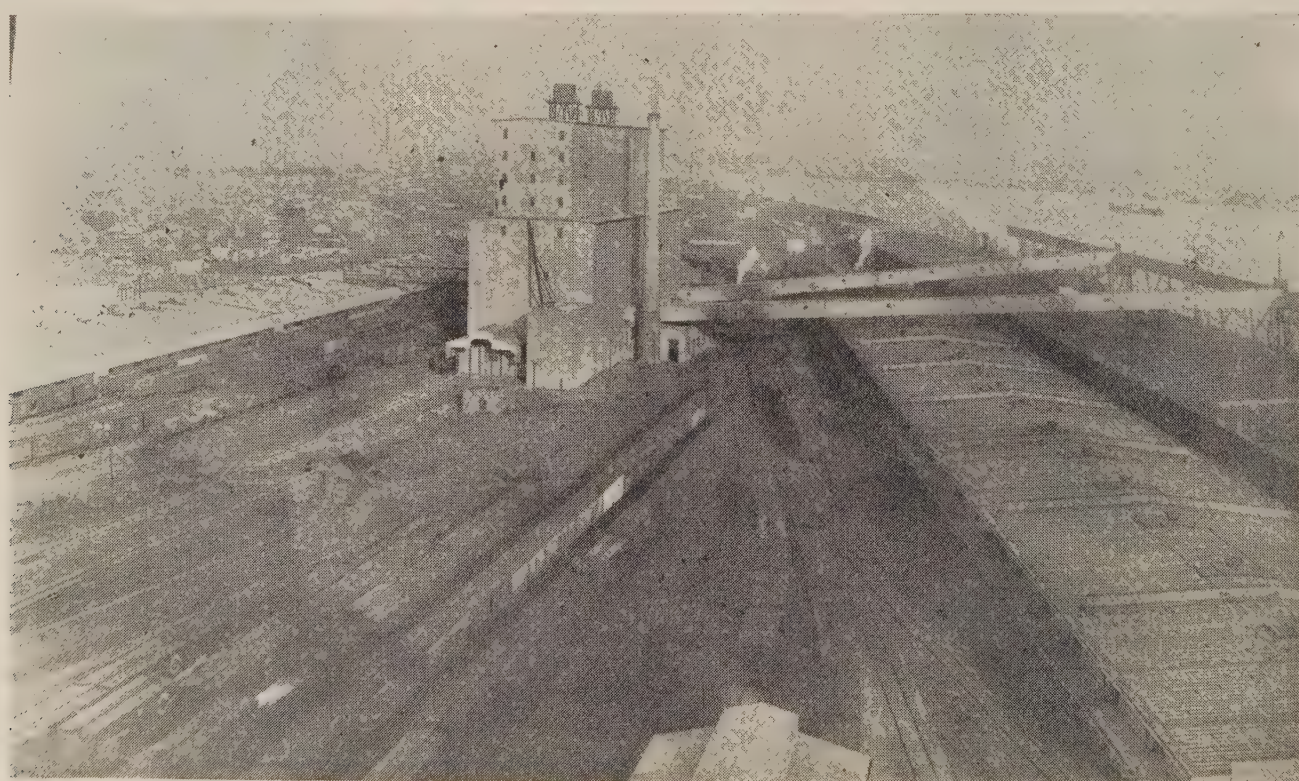
The storage capacity of this Elevator is 1,500,000 bus. Delivery to ships can be made at the rate of 40,000 bus. per hour, all to one or two vessels simultaneously. Elevator "E" has four grain berths with four conveyor belts of 20,000 bus. per hour capacity each.

Elevator equipment consists of the following: Seven shipping legs with a capacity of 10,000 bus. each; three additional legs can be used when not occupied with receiving; two receiving tracks; seven receiving legs, capacity 10,000 bus. per hour each (can spot and unload seven forty-foot cars at one set); two cross conveyor belts 300 feet long, capacity 20,000 bus. per hour for handling to and from storage bins. Also one 2-section Hess Dryer, with capacity of approximately 1000 bus. per hour; two No. 11 Monitor Compound Shake Separators and two No. 11 Monitor Oat Clippers, equipped with individual legs and individual cyclone dust discharge, with all necessary equipment; fourteen Fairbanks Hopper Scales, capacity 96,000 pounds each, equipped with automatic registering beams.

Elevator D—Stuyvesant Docks.

Storage capacity of this Elevator is 1,000,000 bus. Delivery to ships can be made at the rate of—to one ship, 40,000 bus. per hour and to a second ship at the rate of 20,000 bus. per hour. Elevator D has three grain berths with three conveyor belts of 20,000 bus. per hour capacity each.

Its equipment includes: Six shipping legs with a capacity of 10,000 bus. each. Two additional legs can be used when not occupied



Elevator "D," Stuyvesant Docks, New Orleans, La.



A Commodious, Well-Lighted Laboratory Has Been Provided for the Board of Trade Grain Inspectors at Stuyvesant Docks, New Orleans.

with receiving; two receiving tracks; six receiving legs, capacity 20,000 bus. per hour each; one cross conveyor belt, 228 feet long, capacity 20,000 bus. per hour for handling to and from storage bins; one 3-section Hess dryer, with a capacity of approximately 1500 bushels per hour; ten Fairbanks Hopper scales, with capacity of 96,000 pounds, six receivers and four shippers, equipped with automatic registering beams.

In addition to the above, both Elevators D and E are equipped with an up-to-date dust collecting system, hot journal alarm system and automatic sprinkler system

A cross conveyor connects Elevators D and E.

I. C. R. R. Elevator "C"

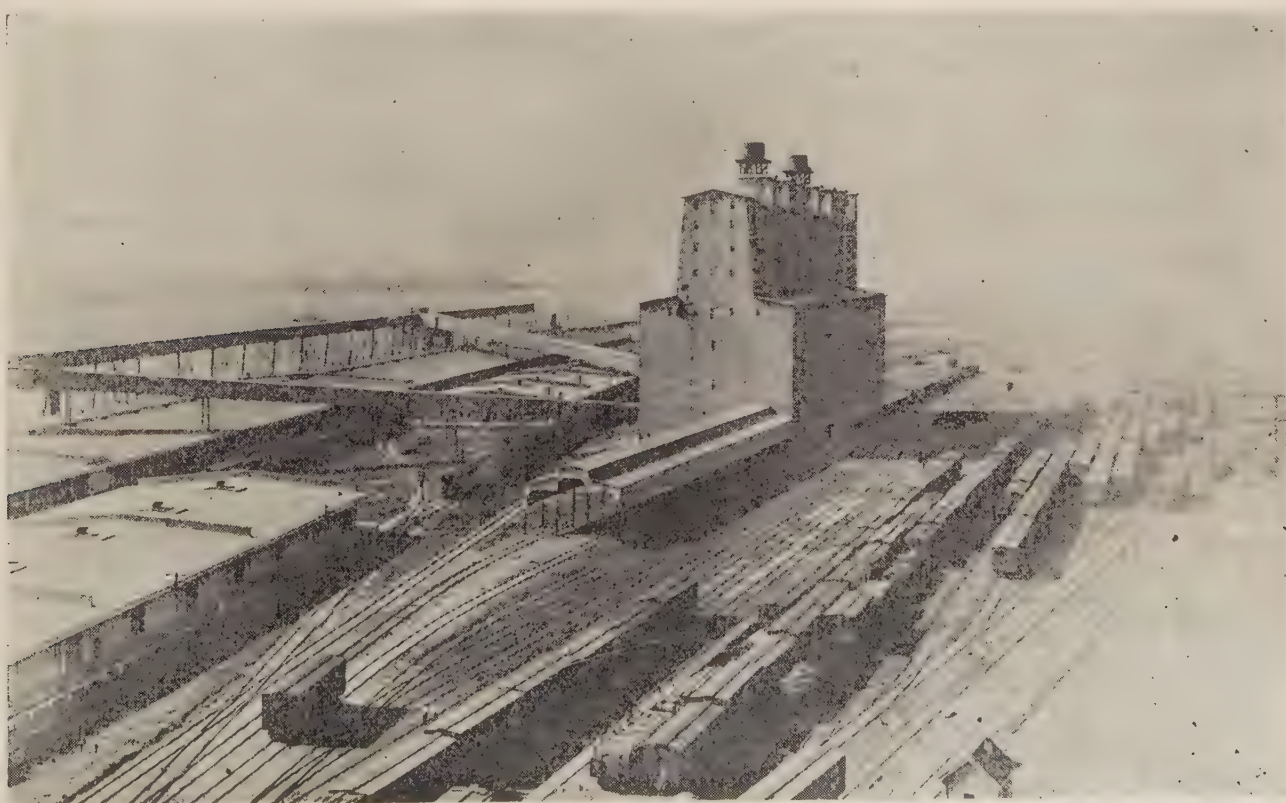
Is located at Perdido and Howard streets, Poydras Yard. The storage capacity of this elevator is 350,000 bus. This elevator is for the exclusive use of the local trade. Delivery of grain thru this elevator is principally in sacks for the South American countries.

Its equipment consists of one receiving track; two receiving legs; space to spot and unload two cars at one time; three Fairbanks Hopper Scales, capacity 55,000 pounds each; one Monitor Grain Separator; one Monitor

Oat Clipper, with cyclone dust collector discharge.

In Yards adjacent to elevators there is room for about 1800 cars of grain. On sidings of the Illinois Central Railroad, room is reserved for the following number of cars. Harahan 2800 cars, Poydras Yard, 650 cars, Government Yard 500 cars, Southport 270 cars, Levee Yard 350 cars, Upper Belt 140 cars, Lower Belt 125 cars, Chalmette 500 cars, or a total of 5335 cars.

SACKING FACILITIES—Elevator E, has 3 Automatic even weight sacking scales, located on Wharf No. 6, Elevator C has 2 Automatic even weight sacking scales.



Elevator "E," Stuyvesant Docks, New Orleans, La.

Westwego Elevators.

The Westwego Elevators are operated by the Trans-Mississippi Railroad Co. and are located across the river from the city of New Orleans, but are included as part of the facilities of the "Second Port." G. B. Harrison is Superintendent. The two elevators at Westwego, "A" and "B," do a large business in loading steamers for export.

ELEVATOR "A"—WESTWEGO.

The Westwego Elevators are located in the West Bank of the Mississippi River, opposite the Walnut Street Ferry, Parish of Jefferson, Port of New Orleans.

Grain hauled over the Texas & Pacific and the Missouri Pacific Railroads is handled thru these plants.

Elevator "A" has a storage capacity of 350,000 bus., and "B," a storage capacity of 1,000,000 bus.

Elevator "B" has two receiving tracks; six receiving legs, capacity 10,000 bus. per hour each giving an unloading capacity of 200,000 bus. per day.

Elevator "A" has one receiving track; three receiving legs and unloading capacity of 100,000 bus. per day.

Storage capacity on track and sidings in yards adjacent to elevators 2250 cars.

Elevator "B" has two grain berths with two conveyor belts of 20,000 bus. per hour each. It can deliver to two vessels to capacity at the same time.

Elevator "A" has one grain berth with one conveyor belt of 16,000 bus. per hour.

Vessels using the Westwego Elevator wharves and facilities are not subject to any charges they do not incur at the Railroad Terminals.

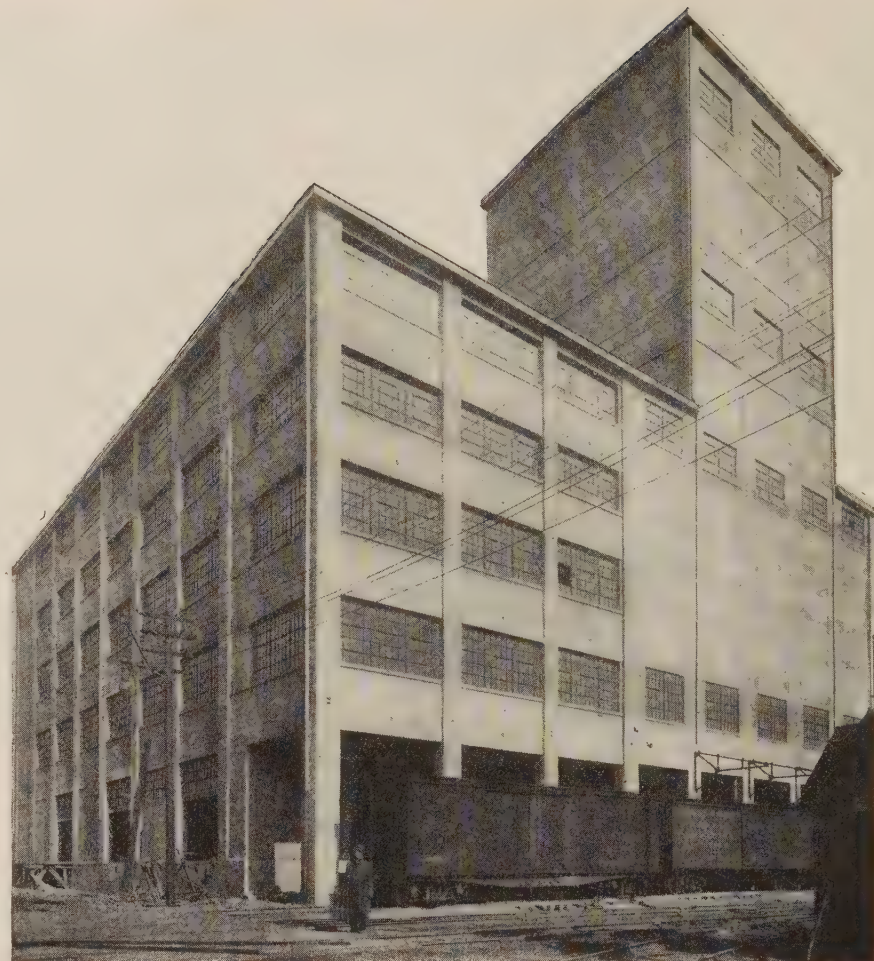
The equipment of these elevators includes: Four Oat Clippers with a capacity of 1000 bus. per hour each; seven separators with a capacity of 1000 bus. per hour each; one standard Hess Dryer, capacity 1000 bus. per hour; twelve Fairbanks Hopper Scales of 84,000 pounds capacity; two Fairbanks Automatic Grain Sacking Machines; capacity 1080 three bushel sacks per hour. Elevators "A" and "B" are connected with a cross conveyor. Both elevators are equipped with an up-to-date dust collecting and automatic sprinkler system.

Chalmette Elevator.

The Chalmette Elevator is owned by the Southern Railroad. Mr. John Lewis is Superintendent.

This elevator is located on the East Bank of the Mississippi River at Chalmette, La., six miles below the City of New Orleans. Storage capacity of this plant is 500,000 bus. Delivery to ship can be made at the rate of 20,000 bus. per hour.

Elevator equipment consists of: Two receiving tracks; three receiving legs, capacity 10,000 bus. per hour each; two receiving legs, capacity 20,000 bus. per hour; one Drier, with a capacity of approximately 1500 bus. per hour; one oat separator and one oat clipping machine; five Fairbanks Hopper Scales, three receivers and two shippers, with a capacity of



J. T. Gibbons' Elevator, Mixed Feed Plant and Warehouse at New Orleans.

60,000 pounds each. In the Yards adjacent to the elevator is room for 400 cars of grain and on sidings there is room for an additional 1088 cars.

SUMMARY OF ELEVATOR FACILITIES.

The total storage capacity of all the export elevators of the Port of New Orleans is approximately 7,000,000 bus.

The elevators of the Port of New Orleans can berth and load at the same time 14 steamers of average size.

All elevators of the Port of New Orleans are equipped with up-to-date laboratories, together with all necessary equipment for the inspection and grading of grain, according to Federal Standards.

R. J. Barr.

R. J. Barr, a New Orleans grain exporter of long experience and established reputation, conducts a large business moving grain thru the Second Port to Europe. Mr. Barr believes New Orleans to be the logical port for exporting all surplus crops from the middle west.

Mr. Barr's son is in charge of the office force in the Canal Louisiana Bank Bldg.

Paul R. Kalman Co., Inc.

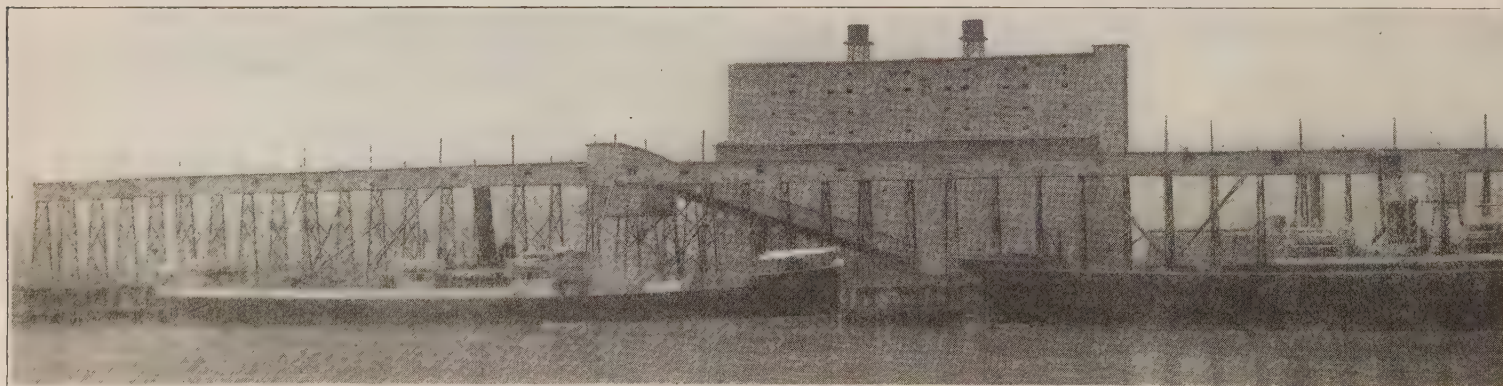
Notice was issued in December that A. F. Leonhardt & Co., had been dissolved by mutual consent and that Paul R. Kalman, who has been connected with A. F. Leonhardt & Co. since their organization twenty years ago, being the managing partner since the death of Mr. Leonhardt, had organized Paul R. Kalman & Company, Inc., for the purpose of succeeding to the business of the dissolved firm.

Mr. Kalman is chairman of the Hay Com'te of the New Orleans Board of Trade and his years of experience fit him well for the work he has undertaken in conducting a receiving business in grain and hay.

The J. T. Gibbons Plant.

The firm of J. T. Gibbons, established in 1862, is owned solely by J. T. Gibbons. He has associated with him his two sons, J. T. Gibbons, Jr., the active head of the business, and George S. Gibbons in charge of the office. J. T. Gibbons, Sr., still retains partial management of the business.

The Hay Department is under the direction of T. J. Stanton, the bulk grain department, F. P. Futvoye and the mixed feed department, George R. Schwab.



A Section of the Texas Pacific Export Terminals Showing Elevator "B" at Westwego, La.

The location of the elevator and mixed feed plant and warehouse is on the I. C. R. R. and the New Basin Canal. The building is a concrete, fireproof structure, occupying thirty-two thousand square feet. One end of the building is devoted to the mixed feed plant, five stories in height. The elevator adjoins the mixed feed mill. The general warehouse is on the other side of the elevator and is three stories high. Separated from the main warehouse is the hay warehouse three stories and basement.

The capacity of the elevator is 300,000 bus. and it is equipped with three independent legs, each driven by a separate 35 H.P. motor. The two unloading pits serve cars from both tracks. Two tracks extending the full length of the building allowing eleven cars to be handled at a switch.

The head house of the elevator extends approximately 160 ft. above the roof. A 2000 bus Fairbanks-Hopper Scale is used. The total motor power is 220 h.p. Other equipment consists of one combination clipper and cleaner, one Nordyke 10x36 Chop Mill, one Morris Dryer with a capacity of 500 bus per hour, four Richardson Automatic Scales.

Beneath the Sacking floor are two parallel belt conveyors, the length of the building, from the mixed feed plant to the warehouse, discharging on a cross conveyor running from the railroad side to the basin canal side.

The distributing floor is equipped with two 24-in. conveyor belts and trippers. The unloading floor under bins is equipped with similar belts, without trippers.

In the basement is a 100 H.P. boiler also a 25 H.P. boiler for supplying heat to the dryer and for heating molasses for the Mixed Feed Plant. There are two molasses tanks located directly beneath the first floor with a capacity of 80,000 gallons.

The first floor of the Mixed Feed Mill is used for storing all raw material. On the second floor is located the mixing proportioners, corn rolls and oat crushers. The plant is equipped with Drave Proportioners, one Nordyke Corn Roll, one Bernard & Leas Oat Crusher and one Nordyke Mormon Chop Mill for poultry feed. One 75 H.P. motor is used in the manufacture of sweet feeds. Each unit is separate and distinct. The poultry feed department is controlled by one motor, Chop Mills having their own individual motor and the storage bins for supplying raw materials and having their own independent motor driven leg.

The mixing conveyor located on the fourth floor consists of 72 ft. special constructed 16" screw conveyor, the feed travelling 36 feet one way and then falling on the lower conveyor and travelling 16 ft. directly into two Richardson Automatic Scales, located on the third floor. The finished feed is sacked on the second floor ready for delivery for either cars or wagons by means of gravity chutes or sent into the General Warehouse by means of the apron conveyors.

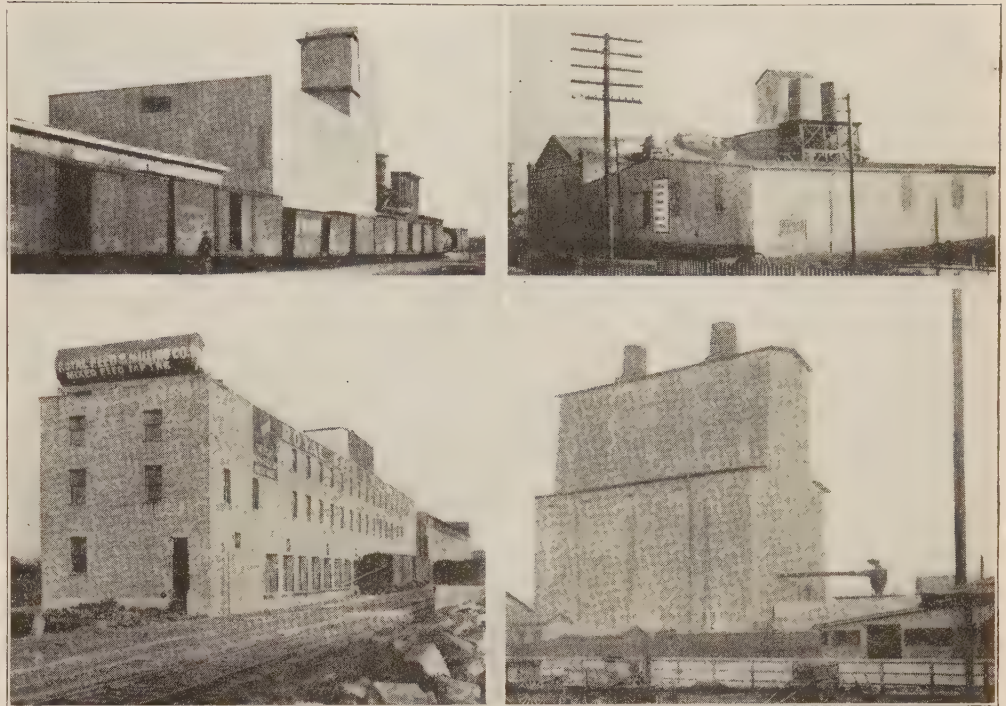
The Poultry Feed Department puts out 2000 sacks per day. The Molasses Feed Department has a capacity of 200 tons in ten hours.

Seven years ago the output of the Gibbons mill was 5,000 tons a year. The year of 1919 just closed showed a manufacturing statement of 32,000 tons. The grain end of the business is confined chiefly to the local territory although its export business in Cuba is becoming large. The mixed feed is sold not only to the surrounding country but throughout Florida, Georgia, North and South Carolina, Virginia and New York.

Geo. B. Matthews & Sons.

George B. Matthews has been in the grain business in New Orleans for almost 40 years. His two sons, George B. Jr. and Martin have entered the firm. Their plant is located across the river from New Orleans and consists of an elevator holding 25,000 bus of grain, a feed plant turning out 50 tons dry feeds daily, and

Some New Orleans Grain Handling Plants.



Above, left to right: Milam-Morgan Co.'s Mill and Elevator. Geo. B. Matthews & Sons' Elevator and Feed Plant. Below: Warehouse and Elevators of Royal Feed & Milling Co. Illinois Central Elevator "C."

a feed manufacturing plant producing 175 tons of "Crescent" feeds per day. A shelling plant is run in connection.

The elevator is of concrete construction and equipped with Fairbanks Track Scales and Richardson Automatic Scales. The mill building is of brick, and the warehouse, iron clad construction. The plant is situated on the T. & P., M. & O., and S. P. Rys. tracks.

Milam-Morgan Mill & Elevator.

The firm of Milam-Morgan Co., Ltd., was organized in 1909, with Geo. M. Milam as president and H. G. Morgan, Jr., as Secty-Treas.

During the first two years of its existence the firm was engaged in the Wholesale and Retail handling of Hay, Straw, Grain and Cotton Seed Products. During the year 1911, the Company entered the Mixed Feed field and since has continuously manufactured, at its own mill a variety of feedstuffs, embracing high grade stock, dairy, hog, ox and poultry feeds.

The plant, located advantageously on the Southern R. R. and N. O. Terminal tracks, comprises a main mill and elevator building, with two separate warehouse units, each warehouse affording large concrete floor surfaces.

The mill is equipped with 3 pairs Bernard & Leas high roller mills, Gib corn cracker and oat crimper, cake and meal crushers and pulverizers, Richardson's Automatic Scales in each department, bag packer and closer, corn sheller and bailing machines, all electrically driven. A steam heating installation controls the working temperature of the molasses used.

The elevator capacity is 40,000 bus. The feed mill turns out 150 tons per day.

Royal Feed & Milling Co.

The Royal Feed & Milling Co. operates three feed manufacturing plants, one in New Orleans, one in Memphis and one in Jackson, Miss. The firm specializes in the production of feed for oxen having made a careful study of the peculiar needs of the oxen with respect to balanced rations.

The first mill was built at Jackson, Miss., where the first year's out-put amounted to only 1,000 tons, while the out-put of the three plants during the year just completed, amounted to 60,000 tons. In 1917 the second mill was built at Memphis, where the building of the Louisville Soap factory was taken over, remodeled and modern feed manufacturing machinery installed.

The third mill, the New Orleans plant, has just been completed and is manufacturing mixed feed for Gulf States, East Coast, and export to South American countries, Porto Rico and Cuba. The plant is located on the Illinois Central tracks and most of its grain is stored in Illinois Central Elevator, "C," until needed for mixing purposes. The mill includes two three story brick warehouses with a small elevator built in connection. The equipment consists of Gaun Feeders, Richardson Automatic Scales, mixers and sacking machinery. The plant turns out 125 tons of sweet and dry mixed feed daily. The organizer, general manager and Pres. of the firm is W. R. Smith-Vaniz. G. W. Covington of Hazelhurst, Miss., is Vice-Pres., H. L. McGeorge is Sec'y and General Sales Manager at Memphis, T. D. Case is Treas. and manager of the New Orleans mill and M. J. Browning is manager of the Jackson, Miss., mill and Ass't Sec'y and Treas. of the company.



Another Section of Texas Pacific R. R. Terminals Showing Elevator "A" at Westwego, La.

The Port Commission's Elevator at New Orleans

Public Grain Elevator.

The New Orleans Public Grain Elevator is one of the most modern and efficient grain handling plants in the world. This enormous plant, capable of storing 2,622,000 bus. of grain, is located on the Mississippi River in the Second Port and 110 miles from the point where the river empties into the Gulf of Mexico.

Some of the unusual advantages of this plant are, first, its rapid handling capacity, both receiving and shipping; second, the great flexibility of the conveying, distributing and blending systems and third, the ingenious methods employed for loading, unloading, and conveying. In short, the plant has profited by the experiences of all elevators previously built on a large scale and has gone farther than this by adding many new time and labor saving conveniences.

The plant is located on the Public Belt Railroad, adjacent to the large public cotton warehouse and terminal, the second most important public enterprise in New Orleans.

THE PLANT comprises a track shed, working house, storage bins and annex, drier house, shipping gallery for conveyors, marine tower and dock gallery. All buildings are of reinforced concrete, except the gallery and marine tower which are made of structural steel and roofed with tile. The entire plant is fireproof. Owing to the formation of the soil in New Orleans, the structures are supported on long pine piling, cut off well below the water-line and capped with concrete.

THE ELEVATOR EQUIPMENT includes 4 shipping legs each of 25,000 bus. per hour elevating capacity; 2 receiving legs of 25,000 bus. per hour each; 1 utility leg of 10,000 bus. per hour; 4 conveyor gallery shipping belts of 25,000 bus. per hour each; 2 receiving conveyor belts of 25,000 bus. per hour each; 8 shipping conveyor belts under bins of 25,000 bus. per hour each; 9 distributing conveyor belts over bins of 25,000 bus. per hour each; 3 transfer conveyor belts in working house of 25,000 bus. per hour each; 1 dryer conveyor belt of 20,000 bus. per hour each; 8 unloading sinks, with interlocking devices each of 2,000 bus. capacity; 7 Fairbanks Regist. beam Hopper Scales, of 2,000 bus. capacity; 1 Morris Dryer of 2,000 bus. per hour capacity; 2 Monitor Oat Clippers of 1,500 bus. per hour each; 1 Monitor Separator of 3,500 bus. per hour each.

All grain in store is protected by Zelaney System, half-hourly readings of temperature in bins being taken. Three Automatic Sacking Scales weigh 6 to 9 sacks of corn or oats per minute. Fairbanks-Morse motors are used thruout the plant. In addition, the elevator is equipped with a complete signaling system, strand indicators, journal alarms, inter-communicating telephones, sanitary installation, fire protection and dust collecting systems.

MARINE TOWER AND PNEUMATIC UNLOADER.—The recent in-coming of the government steel barges, carrying grain from upper Mississippi River points to New Orleans, has given the pneumatic unloading tube at the Public Elevator a thoro trial. All grain delivered in New Orleans by barge is unloaded by means of this pneumatic conveyor and taken to the storage bins from the marine tower by means of 40-inch Rubber conveyor belts. The belts are reversible and carry grain either to or from the marine tower. On account of the varying water level of vessels and barges, the marine tower has been equipped with storage capacity sufficient to handle the grain unloaded by the pneumatic tube and the marine leg elevates it to these tower bins. The marine tower is located at the middle of the dock and from it extend the three galleries—the marine gallery on either side and the incline gallery leading to the working house.

THE WORKHOUSE where the grain is delivered from the receiving pits, is 47x117, 208 feet high. It is located 45 feet North of the track shed. It contains 47 bins ranging in capacity from 2,500 up to 5,000 bus., giving a combined storage capacity of 175,000 bus. The two receiving legs are equipped with 40 inch rubber belts carrying two rows of V-type buckets, 18 in. x 8 in. x 8 in. When the grain reaches the elevator head it is discharged from the buckets into concrete garner's of 3,000 bus. capacity.

On the other side of the workhouse are the four shipping legs, equipped with the same size belting and cups as the receiving legs. The drier and general utility legs are also on the north side of the working house.

In the basement of the working house the transverse conveyor belt receives grain from the work house storage bins, cleaners, clippers, and drier and delivers it to any one of the shipping or receiving legs.

On the main floor are the cleaners, and clippers, arranged so grain can be dropped directly into the machines from the bins of the working house, from which the grain passes directly, by spouting, to the elevator legs or the transverse belt in the basement.

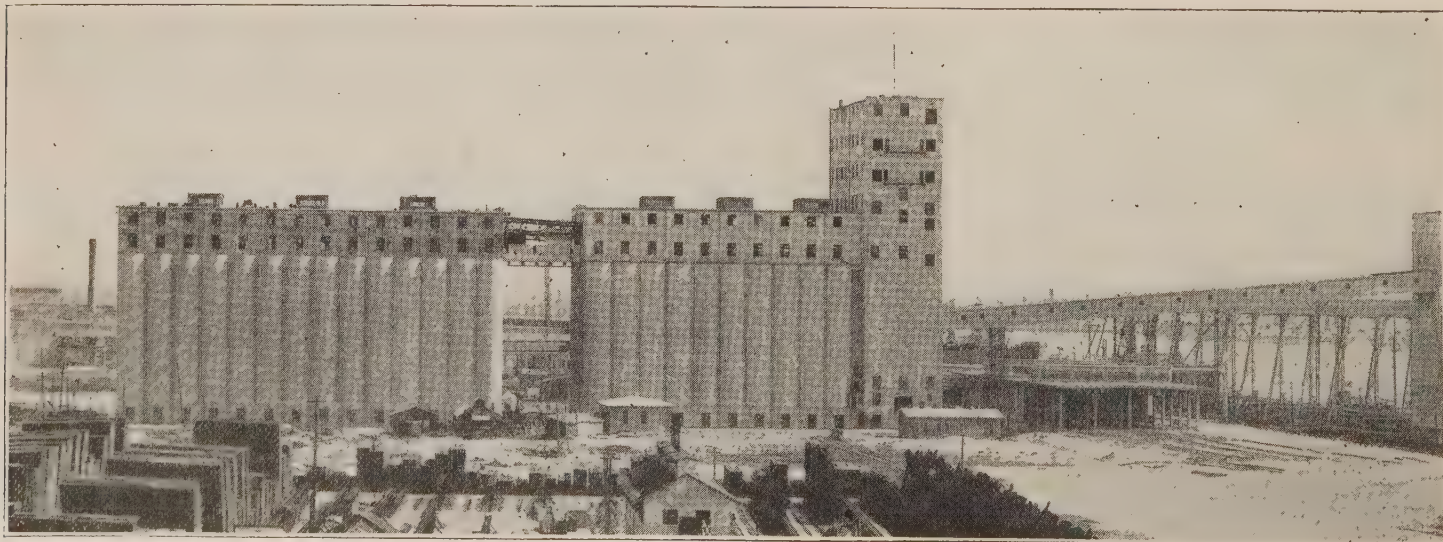
In the cupola are two transverse conveyors, receiving grain from the hopper scales. The flexibility, of the plant is increased by the arrangement permitting grain to pass from the scales directly into the bins of the working house or directly to the transverse conveyor belt and thence on to the storage bins. The hopper scales are of 2,000 bus. capacity. Above the scale floor are the electric motors for driving the legs..

THE STORAGE AND ANNEX—is located on the north side of the working house. The storage bins built when the plant was erected, consists of sixty circular reinforced concrete tanks and 45 interstice bins. The capacity of the main storage bins is 847,000 bus. The annex erected one year after the plant was built, and located directly north of the storage consists of 84 circular concrete tanks and 78 interstice bins with a total storage capacity of 1,600,000 bus. A noteworthy thing about both storage sections is the unusually large head space in the basement, the distance from the bins to the basement floor being seventeen feet and six inches. Moreover, the basement is light and airy, over half of it being above the level of the earth. Another special feature of the storage part is found in the story above the bins of the annex is the installation of the Mayo spouts and conveyor belts, forming what is probably one of the most complete distributing systems to storage bins ever installed in an elevator. The center belt is capable of delivering grain thru these spouts to any one of 105 bins.

THE SHIPPING GALLERY.—The incline gallery, or shipping gallery, extends from the South side of the working house to the Marine tower on the outer dock. The gallery is sixty feet above the ground level and leaves the working house just below the four large shipping bins. It is 400 feet in length and houses four 40-inch conveyor belts for receiving or shipping grain. These conveyor belts discharge their load into hoppers in the Marine tower, which in turn discharge onto 40-inch belts extending 650 feet to the east and to the west along the marine gallery.

From one to four vessels may be loaded at one time, or two belts may be loading grain out, while the other two are receiving grain unloaded from boats or barges by means of the pneumatic conveyor. A system of adjustable spouts is provided along the gallery thru which the grain is diverted by means of moveable trippers to the vessel below.

THE DUST COLLECTING system of the



A View of the New Orleans Public Elevator from the West Just Before Completion of Annex.

plant is most efficient. The lowest insurance rate possible has been attained for this plant owing to the completeness of the dust collection system and the absolutely fireproof construction. Men are constantly kept sweeping. Pneumatic suction pipes carry dust to the collector from all parts of the plant. The dust which accumulates on the floors is swept to an intake, the valve is opened and the dust is drawn into the pipe. Absolute cleanliness, throughout the elevator is conspicuous.

The drier house, built on the east end of the workhouse, contains two Morris' Driers with a capacity of 2,000 bus. per hour. Storage bins over the drier hold enuf grain for a full days' run.

A bagging platform has been built fifteen feet above the wharf where automatic sacking scales are used. Other automatic sackers have been installed in the working house.

MANAGEMENT AND OPERATION.—The Public Grain Elevator is owned by the State of Louisiana and operated by a Board of Commissioners of the Port of New Orleans. This Board is appointed by the Governor and serves without remuneration. The elevator is open to all railroads entering New Orleans on absolutely equal terms. The plant is likewise open to all grain firms for storage, cleaning, drying, separating, loading, turning, sacking or any other service desired. A Federal Inspection laboratory is built on the grounds and all grain received is graded by the Grain Inspectors of the Board of Trade.

Charles F. Sanford is Superintendent of the Elevator. Tiley S. McChesney is Treasurer and Ass't Sect'y, and Rene J. LeGardeur is Auditor.

The minimum loading time required to load vessels has made the plant particularly attractive to the export trade. Plans have been laid to increase the storage capacity of the house whenever such an increase is deemed necessary.

Langenberg Hay & Grain Company.

The Langenberg Hay and Grain Co. started in New Orleans in 1908 and is a branch of the St. Louis firm of Langenberg Bros., established in 1877. The main office is in St. Louis with branches in New Orleans, Kansas City and Oklahoma.

This company does a grain receiving shipping and exporting business and also maintains a forwarding department. The commodities handled are wheat, corn, oats and hay, general commission business being conducted in both grain and hay.

This company handles its grain through New Orleans public elevators and warehouses.

The principal business of this company is export and with the splendid facilities of the port they are in position to ship to almost any importing country. A freight forwarding department is also maintained for forwarding grain and similar commodities.

Chas. M. Rodd & Co.

Chas. M. Rodd of Chas. M. Rodd & Co. has been in the grain business in New Orleans since the time when the port used nothing but floating elevators. After a long experience in



Shoveling Grain to Intake of Pneumatic Tube in Hold of River Barge at Public Elevator, New Orleans.

the grain trade of New Orleans, covering the field from many angles. Mr. Rodd organized his own firm, Chas. M. Rodd & Co., brokers and forwarding Agents. In 1902 Mr. Rodd was with Carrot & Hanon Co., and after organizing his own firm, handled the account of David R. Francis, well known St. Louis exporting firm, for many years.

A little over one year ago, Sterling Armstrong became associated with the firm. Mr. Armstrong was formerly cashier for the New Orleans Federal Reserve Bank.

K. & E. Neumond, Inc.

K. & E. Neumond, Inc., are dealers and exporters of all feedstuffs and specialize on dried brewers grains and have offices in New Orleans, St. Louis, and a representative in Havana. They also manufacture mixed feed and handle rice bran prepared for hog feeding.

Ludwig Eisemann is in charge of the New Orleans office, where a drying plant for brewers grains is operated. Fitz Marx is in charge

of the St. Louis office, and Elbeto Eppinger is the Havana representative for the firm.

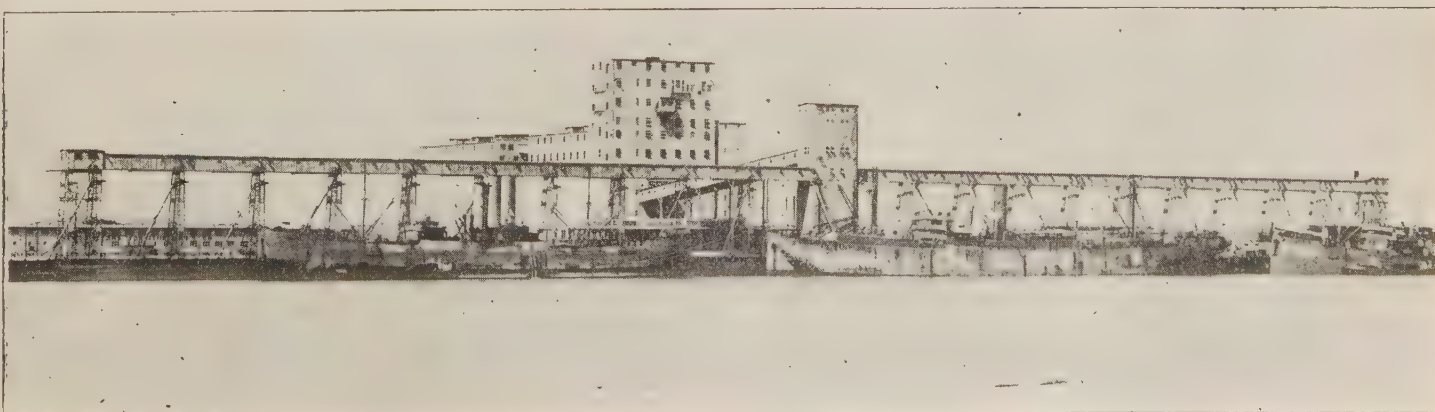
J. S. Waterman & Co.

The firm of J. S. Waterman & Co. was established in 1895 and has conducted a brokerage business since that time in grain flour and recently added bakers supplies.

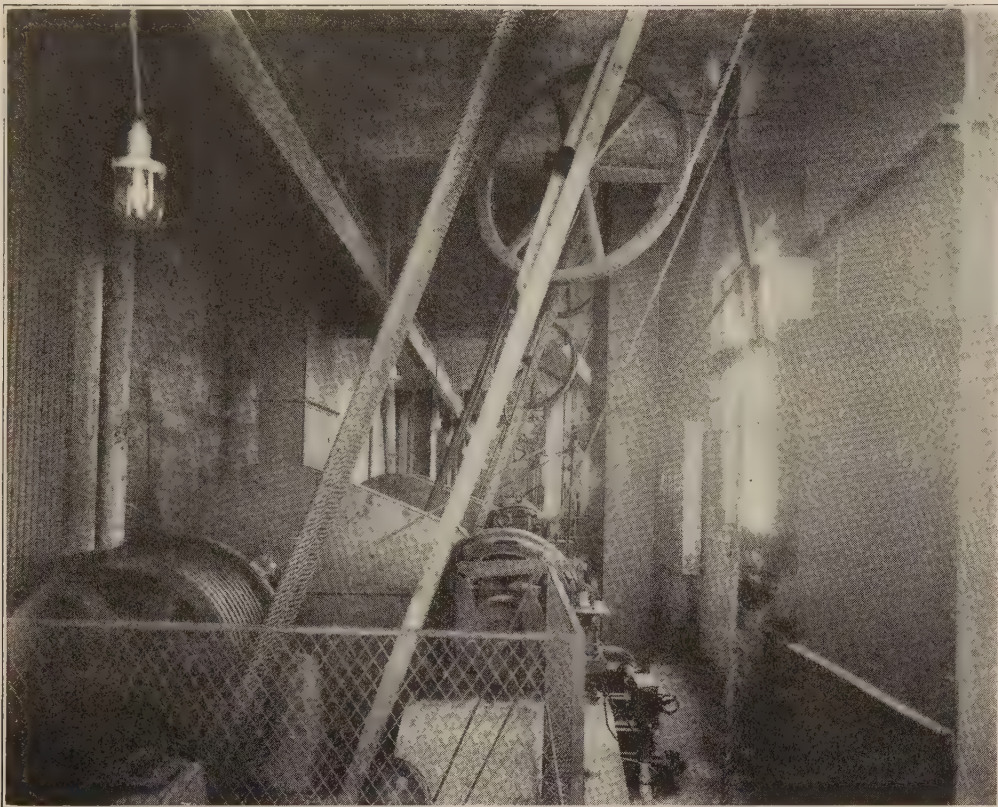
Mr. Waterman has associated with him his son, William Waterman. Mr. Waterman also owns a good interest in the Interstate Wholesale Grocers Co. of Louisiana.

Anderson & Jackson.

Three years ago when the U. S. Food Administration secured the services of C. B. Fox, owner of C. B. Fox Co., that firm temporarily discontinued business. G. W. Anderson, who had been connected with Mr. Fox for seventeen years, entered into partnership with S. Jackson, experienced forwarding and warehouseman of New Orleans, to take care of the business formerly handled by C. B. Fox Co. The firm is doing an export business entirely.



A View of the New Orleans Public Elevator From the River Showing Three Ships Being Loaded.



Motors Driving Legs of Public Elevator, New Orleans, La.

James M. Rogers.

James M. Rogers is engaged in the brokerage and forwarding business, selling flour, grain, hay, mill feed, and grain products for both export and domestic trade, and makes a specialty of fobbing grain thru the Port of New Orleans, knowing all the details of this phase of the business. His banking connections are the Canal-Commercial National, the Hibernia Bank & Trust Co., and The Pan-American Bank & Trust Co.

Before the death of his father M. A. Rogers, he was junior member of M. A. Rogers & Co.

Henry B. Schreiber & Bro., Ltd.

Specializing on hay, and dealing in corn, oats, bran, dry and mixed sweet feeds, the firm of Henry B. Schreiber & Bro. does a large local business supplying that territory naturally and tributary to New Orleans. Henry B. Schreiber died in 1914 and Fred W. Schreiber is now President and manager of the organization. The offices of the firm are located in their three story brick warehouse on Poydras and Fulton Sts.

The firm receives grain from the North and West and uses the Public Elevator facilities of New Orleans quite extensively.

Chas. R. Matthews & Bro.

Charles R. Matthews entered the brokerage business in New Orleans in 1902. In 1908 William H. Matthews, brother of Charles R., became connected with the firm and the name was changed to Charles R. Matthews & Bro. The firm carries on a strictly brokerage business in grain and grain products and also owns a controlling interest in Gifford-Matthews Co., of Cedar Rapids, Ia. The firm is a member of the New Orleans Board of Trade, Grain Dealers National Ass'n, Cotton Seed Press Ass'n and Interstate Cotton Seed Ass'n.

Orleans Corn and Grain Co., Inc.

The Orleans Corn and Grain Co., with offices on the New Orleans Board of Trade, operate a corn shelling plant at Harvey, La.

The company buys corn from Louisiana farmers and receive it both by rail and by canal shipments. The plant, which was built by Harry Bros., is of steel construction and has a shelling capacity of 3,000 bus. daily. The equipment includes one Joliet Big Four Sheller, Fairbanks Track Scales and barge unloading facilities.

Bryan Bell is President of the firm and A. A. Cusso is manager.

Steinhardt & Co.

Steinhardt & Co. was organized thirty-five years ago by Emanuel and Simon Steinhardt. Adolph Steinhardt is now the sole owner and manager of the firm. W. J. Strauven, who has been with the firm for the past ten years, is manager of the office. The firm does an export and domestic business, buying and selling grain, feedingstuffs and cotton seed products.

Paul Klopstock & Co.

Paul Klopstock & Company, exporters for the past seven years, started their New Orleans branch three years ago under the management of Jos. D. Youman with offices in the Canal-Louisiana Bank Bldg. They handle grain, malt, flour, millfeeds, grain by-product and provisions for export. The other offices of the firm are located in New York and Vancouver.

Jos. V. Ferguson & Co.

Mr. Ferguson, owner and organizer of the Jos. V. Ferguson & Co., has been in business since 1890. He is a member of the Grain Dealers National Ass'n, the National Hay Ass'n and the New Orleans Board of Trade. The firm does a general grain and hay business receiving and shipping.

Hall-Baker Office.

The Hall-Baker Grain Co., well-known Kansas City firm, has maintained a branch office in the New Orleans port for fifteen years. Henry Leverich was manager for twelve years and was succeeded three years ago by Lloyd W. Munkres. Mr. Munkres has just returned from over-seas service with the U. S. forces in France and has again resumed the management of the New Orleans office.

James Thomas Co.

Exporting and forwarding is the business of the James Thomas Co., organized six months ago. Previous to organizing his own firm Mr. Thomas had eleven years experience as manager of the grain department of J. S. Waltherman & Co., also of New Orleans. The firm deals in grain, grain products and rice.

W. L. Richeson Co., Inc.

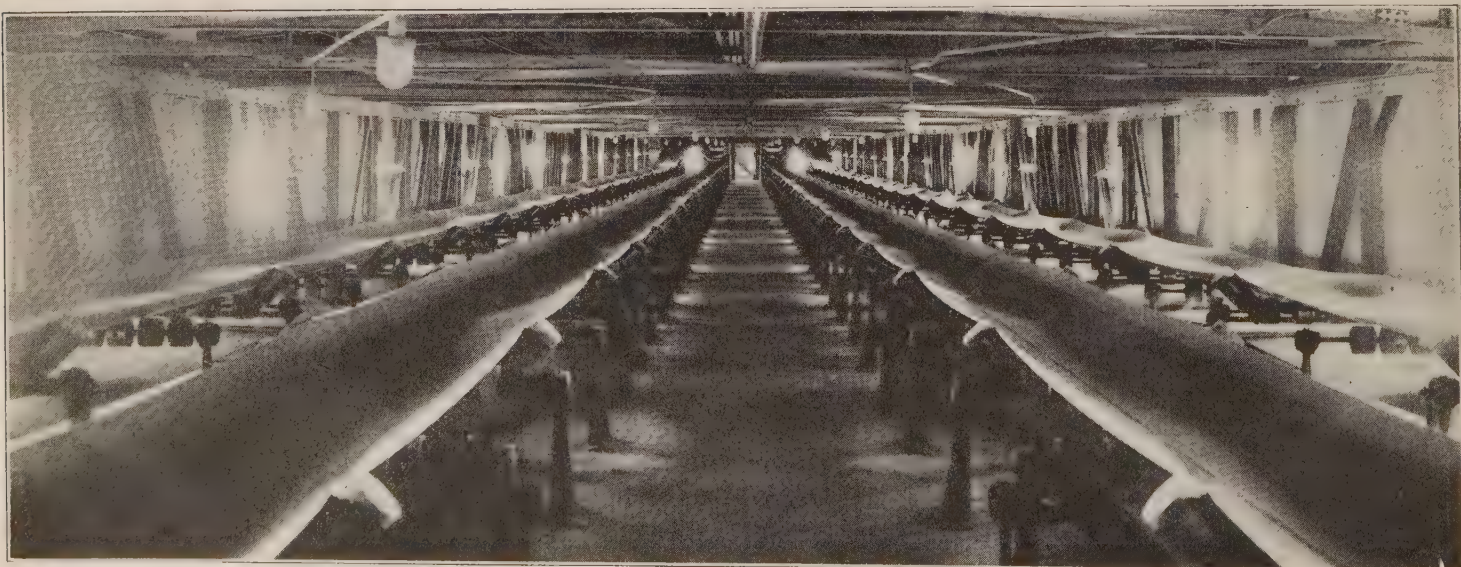
The W. L. Richeson Co., Inc., was organized July 1, 1919, by Mr. W. L. Richeson, previously New Orleans Manager of The Wheat Export Co., and prior thereto Chief Grain Inspector of New Orleans for twenty years.

The Company is at present the New Orleans representative for The Wheat Export Co., and also handles the interests at this port of a great many of the prominent grain shippers of the United States, as well as connections abroad.

In addition to its grain business, The company is prominently identified with the shipping of general commodities through New Orleans and other Gulf ports.

The personnel of this Company, and the completeness of its organization, insures superior service in the tracing, forwarding, and booking of export shipments.

W. L. Richeson is President of the firm, M. E. Whitehead, Secretary and Treasurer; J. B. Sanford, Manager of the Grain Department; J. B. Donegan, Manager of the Cargo Department and Geo. M. Leininger, Manager of the General Freight Department.



Commodious Conveyor Gallery Connecting Working House With Marine Tower of Public Elevator, New Orleans, La.

Nathan & Fettis.

E. Nathan and C. E. Fettis established the firm of Nathan & Fettis in 1909. They engage in export freight brokerage and general forwarding business, with offices in the Hennen bldg. Both have had many years of steamship, freight and agents experience prior to forming their own firm. Mr. Nathan was Assistant Manager of the Leyland Line for ten years.

The firm has established an enviable reputation and are well and favorably known throughout the grain trade, booking and handling a large part of the export grain passing thru the Second Port.

Lunham & Moore.

The firm of Lunham & Moore was established in New York in 1882, conducting an ocean freight brokerage and forwarding business. Since the organization of the firm, branch offices have been opened in London, Buffalo, Detroit, San Francisco, Seattle and New Orleans.

The New Orleans office was opened in 1917 under the management of H. D. Helm. The New Orleans branch, like the other offices of Lunham & Moore, are forwarders and brokers for ocean freight, handling all commodities. Mr. Helm with his office force of twelve, has built up a large business to Cuba, South and Central America and Europe thru the "Second Port."

Jefferson D. Hardin, Jr.

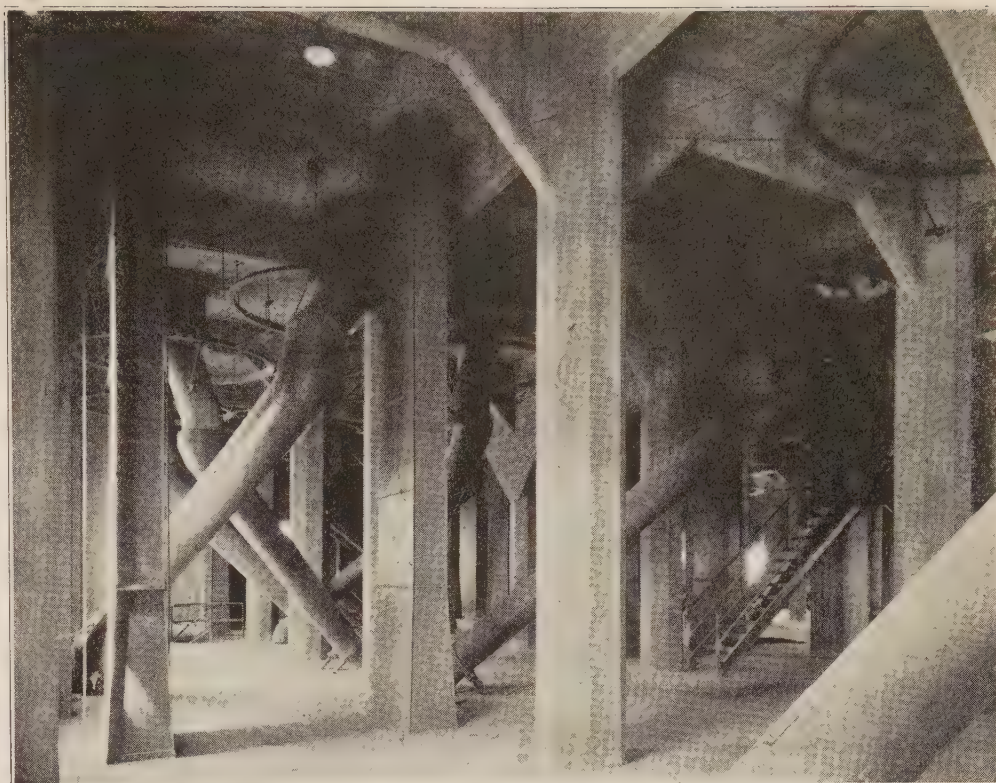
Jeff D. Hardin, Jr., has been in the grain freight brokerage and forwarding business for the past twenty years. He has his offices in the Whitney Bank bldg. where he handles the accounts of the Rosenbaum and the Armour Grain Co.'s, Chicago dealers and exporters.

New Orleans Office Grain Corporation.

In 1917 the Grain Corporation opened an office in New Orleans, as part of the great attempt made by the U. S. government to supply the Allies with foodstuffs. C. B. Fox, well known New Orleans exporter, was chosen Second Vice-Pres. of the U. S. Grain Corporation and put in charge of the office. Mr. Fox's assistant, Harry L. Daunoy, was also brought into the U. S. Grain Corporation.

The activity of the New Orleans office was noteworthy, 1,768,932 bus. of wheat being exported, during the first season (1917-1918). The season of 1918-1919 the following exports were made thru the New Orleans office: Wheat, 17,167,413 bus.; corn, 100,000 bus.; cotton seed cake, 2,000 tons; rice, 1,143,365 bbls.; peas, 2,149,539 lbs.; beans, 44,455,899 lbs.; wheat flour, 1,361,000 bbls.; substitute flour, 212,500 bbls.

The U. S. Grain Corporation exported from July 1, 1919, to Dec. 1, 1919: Wheat, 9,654,399 bus.; flour, 176,000 bbls.



Distributing Floor of Workhouse of Public Elevator, New Orleans.

Australian Wheat at New Orleans.

In May, 1919, the sailing bark "Solheim" put in at the Port of New Orleans with a cargo of 51,332 bus. of Australian wheat destined for Europe. The cargo, which had been in the hold of the boat for 135 days, was in very bad condition and full of weevil.

The boat landed at the Public Elevator and the crew, almost ready to mutiny after their long, tiresome voyage, deserted the boat before tying her.

The men at the Public Elevator took charge of the cargo, unloading it thru the pneumatic tube, putting it in the elevator, where the grain which was sample grade upon arrival, was conditioned and returned to the ship as No. 2 wheat. The boat was loaded, and when the crew straggled back they again put out to sea with a better quality of wheat than had originally been ordered.

This instance was the third time Australian wheat arrived in New Orleans, by accident or design. In each case the grain was sample grade upon arrival, but after conditioning in the Public Elevator was returned to the ships as No. 2 wheat.

On Feb. 28, 1918, the sailing vessel "Mable Brown" arrived at New Orleans with a cargo of 56,880 bus. of wheat. This grain was unloaded with the pneumatic tube and when re-conditioned was loaded out on a steamer for export.

Again on Nov. 19, 1918, more than 101,000 bus. of Australian wheat were unloaded from the sailing bark "Imperator Alexander II" by use of the pneumatic tube at the Public Grain Elevator. This cargo like the others was re-conditioned bringing the grade from sample up to No. 2, and reloaded for export.



Deep Distributing Story Over Storage Bins of Public Elevator, New Orleans, La.

Feedstuffs

TORONTO, ONT.—The Kelley Feed & Seed Co. has recently been registered.—B.

KANSAS CITY, MO.—The Alfalfa Grain Products Co. has moved its offices to the Postal Telegraph Bldg.

RHINELANDER, WIS.—The plans of the new mill and elvtr. of the Northern Hay & Grain Co. have been drawn up.

COVINGTON, TENN.—The Covington Milling Co. is installing a mixed feed plant with a capacity of 30 tons per day.

BIRMINGHAM, ALA.—The word "Ho-Co" in capitals has been registered by the W. M. Cosby Flour & Grain Co. as its trademark No. 125,635 for use on dairy feeds.

ST. LOUIS, MO.—C. A. Mahon, until recently mgr. of the Avondale Alfalfa Milling & Elevator Co. at Crowley, Colo., will open an office in St. Louis, where he will deal in alfalfa meal.

SPRINGVILLE, N. Y.—Emmons A. Ball, who for 15 years past has handled the western New York state business of the Quaker Oats Co., is now in business on his own account handling feed and grain here.

LOUISVILLE, KY.—The Ballard & Ballard Co., millers and grain dealers, manufacturing hominy and scratch feeds, contemplate going into the manufacture of various other feeds and the buildings are now being remodeled for that purpose.

R. E. PAGE, formerly representing Hales & Edwards in Illinois and later with Rosenbaum Bros. and well known to the dealers in the central and southern states was recently appointed sales manager of the Owensboro Products Co. with headquarters at Owensboro, Ky.

Feedstuff Movement in January.

Receipts and shipments of feedstuffs in tons at the principal markets during January compared with January, 1919, are as follows:

	—Receipts—		—Shipments—	
	1920.	1919.	1920.	1919.
Chicago	25,845	21,673	53,141	28,889
Cincinnati	3,420	1,360		
Kansas City	4,900	1,940	14,380	11,440
New York	200		228,000	
San Francisco	130	65		
St. Louis	6,698	1,608	7,550	67,430

SELMA, ALA.—Geo. M. Callan contemplates installing a feed plant in his grain and seed warehouse. Selma is in a big consuming territory owing to extensive livestock activities in that country, and is admirably located to draw raw materials for mixed feeds locally. This is a decided advantage.

CHICAGO, ILL.—We are the re-incorporation of A. Eichenbaum & Sons who have been in the hay, grain and feed business upwards of 25 years at 3425 Armitage Ave. We have entered the manufacturing field having purchased the Edwards Elevator from Hales & Edwards Co., and have established our main office at 345 N. Elizabeth St.—Western Feed Manufacturers, Inc.

SPOKANE, WASH.—We are not buying a building or elevator in Seattle, as reported. We have bot the plant of the Dixie Corn Products Co., Spokane, Wash. This includes an elevator, warehouse, and equipment for the manufacture of corn meal, cracked corn, rolled and ground feeds. The plant is located on the Northern Pacific Ry.—Neil Bros. Grain Co., Seattle, Wash.

BUFFALO, N. Y.—The Curtiss Grain Corporation has registered a triangle in a circle as its trademark No. 124,850. The words horse, dairy, poultry are along the sides of the triangle and the letters C.C.C. are in the center. The word "Feeds" is written along the inside of the circle below the triangle. No claim is made to the words used but to the features of the mark. It is to be used on horse, dairy and poultry feeds.

THE OIL CAKE output of Minneapolis would be over 250,000 tons annually if the six linseed oil mills at that city were run to capacity. The Daniels mill, operated by the Archer-Daniels Linseed Co., has a yearly capacity of 84,000 tons cake, 223,000 bbls. oil and 4,200,000 bus. flaxseed; Midland mill of the Midland Linseed Co. has a capacity of 4,000,000 bus. flaxseed, 200,000 bbls. oil and 80,000 tons cake; American Mill of the American Linseed Co. has a capacity of 3,250,000 bus. flaxseed, 162,500 bbls. oil and 60,000 tons cake; the Kellogg Mill, operated by Spencer Kellogg & Sons, has a capacity of 2,000,000 bus. flaxseed, 100,000 bbls. oil and 40,000 tons cake; The Minnesota Mill of the Minnesota Linseed Oil Co. has a capacity of 750,000 bus. flaxseed, 37,500 bbls. oil and 15,000 tons cake; and the Northern Mill operated by the Northern Linseed Co. has a capacity of 600,000 bus. flaxseed, 30,000 bbls. oil and 12,000 tons cake.

TOLEDO, O.—The Larowe Milling Co. has let the contract for its new plant to the Leonard Construction Co. The new plant will consist of a five-story reinforced concrete mill, three large warehouses as well as an addition to one of their present Toledo warehouses, and an office building having a laboratory in connection. There will be 3,000,000 cubic feet of storage space in the new warehouses. The output of the enlarged plant will be 2,500 tons per day. The construction company expects to have the building completed by July 1. This work will cost \$800,000.

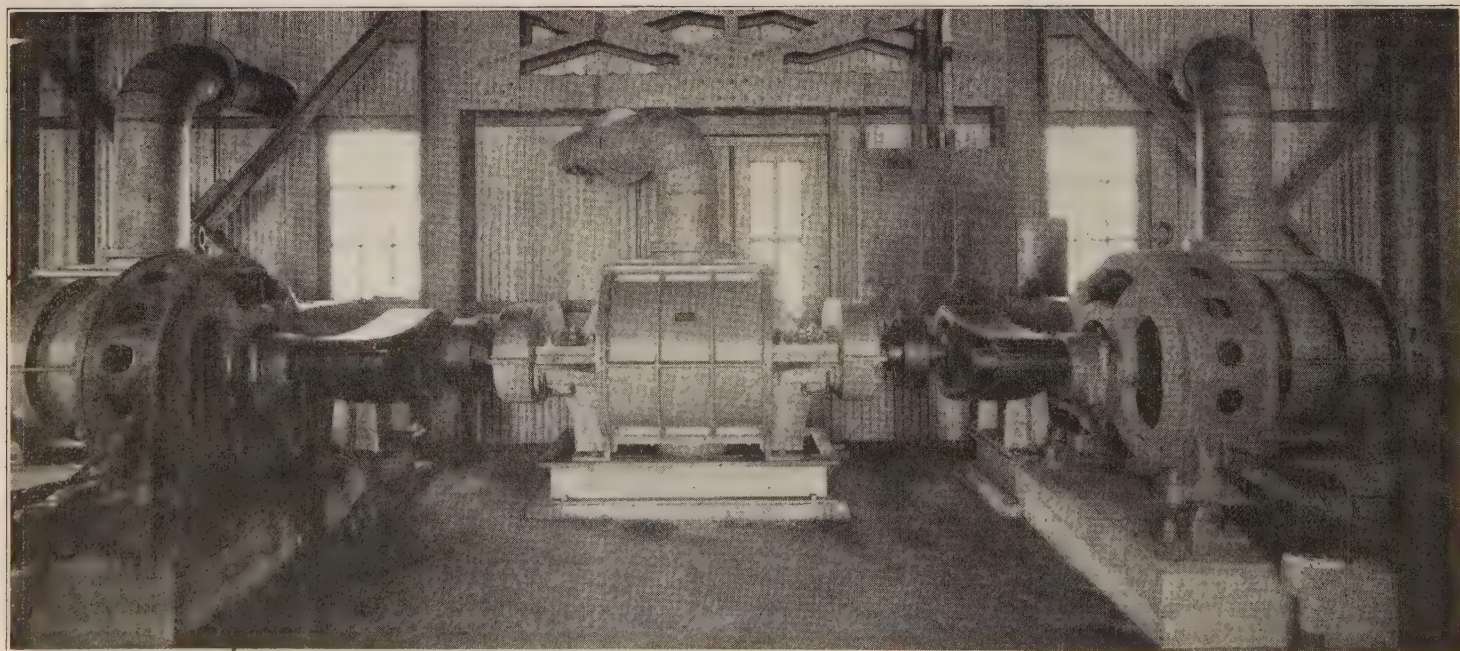
A FEED FAMINE is expected in the New England states if the Railroad Administration does not rescind its order establishing an embargo on feedstuffs. In a similar situation three years ago in this section a number of herds of fine dairy cattle had to be killed to save them from starvation. This territory gets its shipments of grain on the diversion in transit system by which the New England dealers buy cars of grain on the tracks in the west. The car is then shipped to some junction point in the east, from where the dealer routes it upon its arrival to his customer. There are hundreds of cars so shipped, now in transit to the New England States. Boston wholesale dealers claim that they have such shipments that have been on the way for two months and that their retail dealers are almost without supply.

Mutual Feed Millers Meet.

The midwinter meeting of the Mutual Millers and Feed Dealers Ass'n was held at Buffalo, N. Y., Jan. 23. Severe weather kept many persons away.

This organization is endeavoring to better the condition of the feedmen in New York and Pennsylvania. It is affiliated with the Eastern Federation of Feed Merchants and thereby gives the feed millers an organization extending from western Pennsylvania to Boston. It is hoped within a short time to extend southward.

In the morning W. B. Spencer, export manager for Spencer Kellogg & Sons, Inc., Buffalo, spoke of the value of linseed meal, and cake. He explained that before the war Holland and Belgium had been large users of linseed materials with excellent results. During the war Belgium was using linseed meal in its bread for its starving population. It was not until after the war that this country used the feeds to any extent.



Motors and Blowers of Pneumatic Conveying System for Unloading Grain from Boats into Marine Tower of Public Elevators, New Orleans, La.
[See preceding pages.]

In summary of the places and conditions under which flaxseed is raised Mr. Spencer said that flax was sown on the new land of Dakotas, Idaho and Montana. Considerable flax had been produced in Indiana before the war but that the quality was poor on account of the sand of the sandy soil getting mixed with the flaxseed. Canada raises a large amount of a fine grade seed. Argentine has become a big producer of flax and now produces more than any other country in the world.

In the afternoon Prof. J. E. Boyle of Cornell spoke on "Feedingstuffs Problems."

Mr. Boyle spoke as an outsider. He said that he had noticed that the margins of profit in grains, flour and by products of grain were very small.

Speaking on the feed business he said that it was ever increasing in importance. He warned the hay dealers they should promote the home market as the California alfalfa growers were intending to sell their alfalfa in New York. With the restoration of water rates the shipping charge would be very small, and too, the shipper can cut alfalfa in the morning and bale it in the afternoon.

To get around the transportation and storage problems of today the professor urged the delivery by motor truck from the dealer to farmer. Besides other things he urged the closer co-operation between the dealers and the agricultural colleges and a closer co-operation between the dealers and the customers.

New members elected were: Kasco Mills, Waverly N. Y.; Berend J. Burns, Buffalo; C. C. Buchman, Arcade, N. Y.; J. L. Robinson, of J. J. Badenoch Co., Chicago; E. N. Boland, Quaker Oats Co., Chicago; J. F. Reisdorf, North Java, N. Y.; George M. Williams, Kennedy, N. Y.; Henry Meyerink, Clymer, N. Y.; C. C. Hurd and N. E. Palmer, South Dayton, N. Y.; Millard & Parsons, Corry, Pa.; D. A. Thomas & Co., Saegertown, Pa.; and George A. Whitesman, Rochester, N. Y.

Old Blackstrap Rates Re-established.

The mixed feed men are all pleased to hear of the modification of the order effective Dec. 31 that increased the rates on black strap molasses about 75c per ton.

The supplement announcing this increase by the railroads did not reach the dealers until Jan. 2 or 3 and there are many instances where dealers did not receive notice of the increase until Jan. 13. Had not this increase been cancelled the dealers would have suffered considerable loss because of the fact that many of them entered contracts dating from the first of the year based on the old rates. The increased rate would have cost the industry more than \$500,000.

Immediately after the announcement of the increase the American Feed Manufacturers Ass'n protested the increase by wire to Edward Chambers, director of traffic Washington, D. C., and sent copies to Max Thelen, director of public service, Washington; C. E. Spens, mgr. inland traffic service, Washington, D. C.; N. B. Wright, chairman of the Southern Freight Traffic Ass'n, Atlanta, Ga., and A. C. Johnson, Western Freight Traffic Com'te. In this telegram the ass'n explained that carriers in handling blackstrap make greater earnings on this commodity as it has a low valuation and the dealers furnish their own equipment. The molasses is used in the manufacture of mixed feed which takes the place of grain and therefore is an important factor in reducing the cost of living.

On Jan. 23 Mr. Field, chairman of the traffic com'te of the American Feed Manufacturers Ass'n received the following answer:

"After giving careful consideration to matter of blackstrap molasses rates we have reached the following conclusions: To re-establish on one day's notice effective Jan. 30, if possible, import rates canceled by Supplement 2 to Agent Emerson's I. C. C. 53. Import rates from Houston, Galveston, Beaumont and Texas City named in items 366 and 367; from Key West, Fla., named in item 370, and from Mobile and

New Orleans, etc., named in item 375 of Agent Boyd's I. C. C. A-845. Also to establish effective Feb. 25, from gulf ports to points on and north of Ohio river and on west of Mississippi river domestic rates on import traffic. Import rates from Key West, Fla., to points on and north of Ohio river and on west of the Mississippi river on basis of 7½c per 100 lbs. higher than rates to be established effective on same date from Mobile. Import and domestic rates from Galveston, Houston, Beaumont and Texas City to Missouri river points and to points in Oklahoma, Kansas, Nebraska and Colorado same as domestic rates from New Orleans."

Max Thelen, Director.
Edward Chambers, Director.

In announcing reduction in rate Mr. Field sent the following letter to members explaining that no mention was made about any repARATION.

Nothing is said in this telegram about granting repARATION on shipments moving between Dec. 31, and Jan. 30, where rates were advanced, but it has been understood that in the event of these advanced rates being restored to the old basis, such repARATION would be allowed and in such cases where your rates have been advanced you would better figure up your claims for repARATION and present them immediately. Nothing is said about a hearing being held before Feb. 25 when it is proposed to re-establish the advanced rates but we have wired to Washington demanding that a date be set for such a hearing.

Thirty-seven leading manufacturers joined in a protest to the railroad administration, stating that the average per car earnings on goods shipped from New Orleans to points as far north as St. Louis amount to \$132 while the average per car earnings on blackstrap amounts to, under the rate in effect prior to Dec. 31, between \$170 and \$175 and that almost the entire cost of blackstrap at the consuming point today is an accumulation of carrying charges.

They also claim that they use millions of gallons of blackstrap in the preparation of mixed stock feed which is sold ahead on 30, 60, and 90-day contracts and that any increase in the transportation charges of this commodity should be preceded by a proper advance notice.

The New Secretary of Agriculture.

Edwin T. Meredith of Des Moines, Ia., who has been appointed sec'y of the U. S. Dept. of Agriculture, has made his mark as a publisher of a farm journal now known as *Successful Farming*.

Born on a farm Mr. Meredith did odd jobs to work his way thru Highland Park College and then got employment with a printing company. His business ability brot him recognition. In 1917 he was elected a director of the Chicago Federal Reserve Bank. He was sent to Europe in 1918 as a member of the U. S. Labor Commission. He is a director of the Iowa Trust and Savings Bank and of the U. S. Chamber of Commerce, and pres. of the Associated Advertising Clubs of the World.

That Mr. Meredith is a correct diagnostician of present day industrial conditions is evident from his following remarks:

"The farmer asks that the laborers in the mines, the factory, and the mills, who are also real producers along with the farmers, make an effort comparable to his to see there is just as little labor expense as possible in each article turned out by their hands, thereby helping the farmers of America, who in turn will help the laborer. This is not inconsistent with the views and desires of the loyal, intelligent laboring men, who recognize the mutual advantage to all in an honest day's work for an honest day's pay."

THE HORSE ASS'N of America was recently organized for the purpose of bringing "Old Dobbin" back to a place of supremacy over the flivver. A half million dollars was subscribed to carry on the work. Officers elected were: Pres., Wirth Denham, Wayne, Ill.; sec'y, Wayne Dinsmore, and treas., G. S. Bridge.



Edwin T. Meredith, Des Moines, Ia., Secretary of Agriculture.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Little Rock, Ark.—The Cooper Dickenson Co. has increased its capital stock to \$250,000.

Little Rock, Ark.—We have decided recently to add grain, feed and fuel to our business.—T. B. Ford, mgr. Ford Bros.

Wababaska, Ark.—Grover Cleveland will build a new brick warehouse for his feed and grain business if his plans materialize. He opened an office here recently.

Delight, Ark.—C. E. Reid Co. incorporated to deal in grain, fruits, etc.; capital stock \$40,000; incorporators C. E. Reid, pres., J. E. Hammens, vice-pres. and C. A. Kizza, sec'y.

Little Rock, Ark.—Our office was totally destroyed by fire Jan. 25, but records were contained in a large fireproof safe and went thru the fire in good shape. Our loss was fully covered by insurance. While the firemen were taking care of the fire we rented a new office and by 8:30 Monday morning we were doing business, with all equipment and telephones working.—C. E. Munn, Munn Brokerage Co.

CALIFORNIA

Los Angeles, Cal.—I expect to make this my future home.—W. E. Shelden, formerly Jackson, Mich.

Stockton, Cal.—The Sperry Flour Co. will equip its mill at this station with Hall Signaling Distributors.

Pasadena, Cal.—I have resigned as traveling representative for Somers, Jones & Co., of Minneapolis, and am now living here. O. C. King, of Spencer, Ia., has succeeded me.—J. H. James.

CANADA

Toronto, Ont.—Moses Hunter, grain dealer, passed away this month.—B.

Montreal, Que.—O. Courtois, hay and grain, has recently been registered.—B.

Montreal, Que.—The Thibault Grain Co., Ltd., incorporated; capital stock of \$100,000.—B.

Winnipeg, Man.—The Winnipeg Grain Exchange plans to erect an addition to the exchange.—B.

Edmonton, Alta.—Two large grain elevators belonging to the Western Canada Flour Mill Co. were destroyed by fire with a loss of \$150,000.—B.

Vancouver, B. C.—The Vancouver Milling & Grain Co., Ltd., incorporated; capital stock, \$1,000,000. The company is headed by J. E. Hall.—B.

Kingston, Ont.—Plans for harbor work by the Dominion Government include a grain elvtr. of 400,000 bus. capacity in the operating house; an additional capacity, at the outset of 2,400,000 bus. with a provision for extension.—B.

Port Arthur, Ont.—With the completion of an addition to the Saskatchewan Co-operative Co.'s terminal plant here, giving it a total capacity of 4,500,000 bus., Port Arthur takes first place for all Canada in the matter of active storage capacity and stands fourth on the continent.—B.

Darlington, Man.—The 40,000-bu. elvtr. of the Farmers Elvtr. Co. burned recently. The flames were already leaping thru the roof when the fire was discovered and nothing could be saved. A car of oats, 3 cars waiting to be loaded and 10,000 bus. of grain were burned with the elvtr. The loss is covered by insurance.

Toronto, Ont.—The Board of Trade and the Harbor Board are anxious to have a terminal elvtr. built in this city. An effort is being made to have the Ontario Government take the matter up and a conference on the subject which seems to be favorable to all will be called soon. Last year a sum of \$1,000,000 for the project was posted in the estimates at Ottawa, but the item was later struck out by the house.

Ottawa, Ont.—W. H. Dwyer, Ltd., incorporated; capital stock \$1,000,000, to take over the Dwyer Elvtr. Co., Ltd.—B.

Winnipeg, Man.—E. W. Kneeland, who was elected a western director of the Merchants Bank of Canada recently, has been connected with the grain firm of F. H. Peavey & Co., of Minneapolis, for 30 years. Mr. Kneeland represented them at various points in North Dakota and Minneapolis for a number of years, and when the firm extended their operations to Western Canada, about 14 years ago, he was sent up here to take charge of their interests.

Montreal, Que.—At the annual meeting of the Corn Exchange Ass'n held Jan. 28, the new officers, Wm. McDonald, pres., T. H. Reeves, treas., and H. D. Strachan, A. E. Clare, R. Neilson, Jos. Quintal, N. Clare Wright, W. B. Bashaw and John Scott, members of the com'te of management, were installed. As the bylaws of the Corn Exchange had not been revised in the last 10 years, a com'te composed of Clare White, Geo. Burton, J. Quintal and W. H. D. Miller was appointed to work on the rules and regulations permanently. The election of a vice-pres. devolves, under the present bylaws, on the com'te of management at its next meeting.—J. Stanley Cook, sec'y.

COLORADO

Longmont, Colo.—The Longmont mill and elvtr., owned by B. M. Holt, of Caldwell, Ida, burned recently and with its contents is a total loss. The fire smoldered so that nothing could be done to the ruins for 3 days.

IDAHO

Pocatello, Ida.—The new elvtr. of Pocatello Mill & Elvtr. Co. is nearing completion. It is one of the largest in the state and is of reinforced construction.

Richfield, Ida.—Howard B. Folsom, mgr. of the elvtr. of the Richfield Elvtr. Co., was married Jan. 19 to Miss Sara E. Sawyer, one of the local school teachers. Congratulations were many and sincere.

Emmett, Ida.—The Gem County Co-op. Exchange Co. has bot the elvtr. of Denny & Co. for \$8,500. The new company expects to build a new mill and elvtr. soon. R. B. Shaw will continue the management for a time.

Rexburg, Ida.—The company to whom we sold our elvtrs. here and at Thornton, will operate as the Anderson-Koon Co. with headquarters here. We have also sold our elvtr. at Sugar City to the Sugar City Milling Co.—Miller Bros., St. Anthony, Ida.

Soda Springs, Ida.—We are operating a warehouse at this place where we handle grain and feed stuffs of all kinds. We hold this warehouse by lease, the same being built in 1912 by a corporation of sheepmen for the purpose of storing wool and other commodities. We handle most of our grain in sacks. However, we intend to install some machinery for handling bulk grain. We also operate at different points, loading direct into the cars; we also do some brokerage business. Our firm has been established here three years. We also operate a flour mill at this point, with a 25-bbl. capacity. There are no other grain dealers located at this point but there are one or two companies who have representatives here who buy in carload lots only.—Brown Bros. Grain & Whse. Co., O. H. Brown, mgr.

ILLINOIS

Milmine, Ill.—Thos. Shultz is now mgr. for the Milmine Grain Co.

Eleanor, Ill.—A farmers elvtr. company will be formed here at once.

Ellis, Ill.—The new Farmers Elvtr. Co. has bot the elvtr. of Sells & Rice and John Sells will remain as mgr.

Timeville, Ill.—Farmers are organizing a company to buy and sell grain here.

Cerro Gordo, Ill.—W. T. Foote is now mgr. for the Cerro Gordo Grain & Coal Co.

Rosemond, Ill.—The new elvtr. of the Farmers Elvtr. Co. has been completed.

Emden, Ill.—The new warehouse of the Farmers Grain Co. is nearly completed.

Greenfield, Ill.—The Farmers Elvtr. Co. is installing two Hall Signaling Distributors.

Dundee, Ill.—The Farmers Co-op. Elvtr. Co. has increased its capital stock to \$35,000.

Fiatt, Ill.—The capital stock of the Farmers Co-op. Elvtr. Co. has been increased to \$30,000.

Summerfield, Ill.—Farmers are now organizing an elvtr. company to build an elvtr. here.

Mineral, Ill.—Mineral Grain Co. has installed motors in its elvtr. and now operates by electricity.

Littleton, Ill.—The Farmers Elvtr. Co. has bot the elvtr. of Bader & Co. and is now operating it.

Hagarstown, Ill.—The elvtr. of the Highland Milling Co. has been sold to the Equity Union Exchange.

Minier, Ill.—We will increase our capital stock from \$10,000 to \$20,000.—L. A. Warner, Minier Grain Co.

Niantic, Ill.—Chas. Stansbury, of Springfield, has succeeded Frank Osborne as mgr. of the Farmers Elvtr. Co.

Spires (Minonk p. o.), Ill.—E. M. Reiter, of Woden, Ia., has succeeded C. A. Cole as mgr. of the Spires Elvtr. Co.

Risk (Forrest p. o.), Ill.—Anthony Walters is now ass't mgr. of the Strawn Farmers Elvtr. Co., succeeding John Aellig.

Clinton, Ill.—We have succeeded Rockwood & Harry and are now located in the Freudenstein Bldg.—Jas. E. Bennett & Co.

Benson, Ill.—The farmers of this vicinity are organizing an elvtr. company and have already bot the 2 elvtrs. of S. M. Evey.

St. David, Ill.—The St. David Co-op. Co. has applied for a charter and will build an elvtr. and warehouse at an early date.

Fulton, Ill.—I have been out of the grain business for some time. Sold my elvtr. to David Flikkema.—W. G. Riordan.

Maroa, Ill.—We have not succeeded the American Grain Co. but we did succeed W. M. Myers.—T. H. Wright, McGuire & Wright.

Clinton, Ill.—Farmers are planning the organization of an elvtr. company and have elected officers. W. O. Lane will be sec'y-treas.

Ransom, Ill.—The Farmers Co-op. Elvtr. Co. will build 2, 19x60 coal pockets, 6 coal bins and 2 for rock phosphate, all of concrete, at once.

Bloomington, Ill.—The Central Mill & Elvtr. Co. has increased its capital stock to \$75,000. R. C. Baldwin is pres. and H. S. Eckhart, sec'y.

Hillsdale, Ill.—The farmers movement seems to have died down again and there is no talk now of buying or building an elvtr.—J. F. Butzer.

Kenney, Ill.—Floyd Hahn, formerly mgr. for the Kenney Elvtr. Co. here, is now mgr. for the Farmers Co-op. Grain Ass'n at Fairmont.—H. B. Rowe, Jr.

Cabery, Ill.—R. C. Hughes, for the last 2 years mgr. of the Farmers Grain Co., has resigned and will be mgr. for the Farmers Elvtr. Co. at Franklin Grove.

Barnes, Ill.—The new 50,000-bus. concrete elvtr. of the Barnes Grain Co. has been started and work will be rushed so that it will be ready for the spring crop.

Lindenwood, Ill.—Farmers here have held a preliminary meeting and have planned to organize a company and build an elvtr.—Geo. R. Read, mgr. Holmquist Dutton Lumber Co.

Hoopeston, Ill.—Our new elvtr. will be of 25,000-bus. capacity, of concrete construction. We will have the plans ready in a few days.—H. C. Furley, mgr. Farmers Lbr., Grain & Coal Co.

Deland, Ill.—W. Pegram, formerly mgr. for the Farmers Grain & Coal Co. at Grand Ridge, is now mgr. for the Farmers Co-op. Grain Co. here, succeeding Earl Bragg, who has retired to his farm.

Arrowsmith, Ill.—J. Burt Porterfield, who recently sold his elvtr. at Deland to the Farmers Grain Co., has bot the 2 elvtrs. of McClure Bros., of Bloomington, at this station and will take possession April 1.

Erie, Ill.—Farmers are making an effort to form an elvtr. company.

Berdan, Ill.—The Farmers Co-op. Elvtr. Co. has been organized here.

St. Charles, Ill.—W. P. Lillibridge has sold his elvtr. to Geo. Marshall.

Minonk, Ill.—The Farmers Grain & Coal Co. will erect a new elvtr. soon.

Gilson Ill.—The new Farmers Elvtr. Co. has bot the elvtr. of A. R. Anderson, operated as the Gilson Grain Co. It has also bot a house for its mgr. but has made no definite decision as to who will have the place yet.

Virden, Ill.—We are organizing a company to operate a 50-bbl. Midget Marvel Mill in connection with our grain and feed business. Capital stock, \$60,000. Expect to be ready for operation in the spring.—H. A. C., Canham Grain Co.

Delavan, Ill.—We will hold our annual convention at Decatur, May 11 and 12, with headquarters at the Orlando Hotel. Directors Dewein, Sinclair and Graves have been named as the convention com'te.—W. E. Culbertson, sec'y Illinois Grain Dealers Ass'n.

Moweaqua, Ill.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of The McKenzie Grain Co., Chas. McKenzie, owner, for \$32,000. Wm. McKenzie is mgr. here and will empty the house as soon as he can so that the farmers can have possession.

Irving, Ill.—The Equity Co-op. Exchange has bot the elvtr. of File & Gregory and will therefore not build any elvtr. at present. There will only be a few minor repairs to make as the building and machinery are in good shape.—W. E. Morain, sec'y-treas. Co-op. Equity Exchange.

Drake, Ill.—The Thos. S. Smith Orchard Co., of Chicago, will build a new 15,000-bus. elvtr. here and it is that that the elvtr. of the Farmers Grain & Sply. Co., burned last October, will not be rebuilt at present. Robert Hicks, mgr. of the old elvtr., will have charge of the new one.

Galesburg, Ill.—We are building a 45,000-bus. reinforced concrete house and will equip it with the most up-to-date machinery and electric power. The building is now 44 ft. above ground and has 28 ft. more to go before the roof is put in place. Expect to have it finished in 6 weeks. Will start again as soon as weather is favorable. Geo. W. Quick & Son have the contract.—Farmers Galesburg Elvtr. Co.

Flanagan, Ill.—A reinforced concrete elvtr. will be erected by the Farmers Grain & Coal Co. of this city. Bids will be opened at the company's office here at 11 a. m., Feb. 23, for the furnishing of all materials for construction, and the machinery and equipment complete. Forms for bids can be obtained from Miller, Holbrook Warren & Co., Decatur, or from the company office in Flanagan.

CAIRO LETTER.

The Illinois Central Elvtr. is being thoroly overhauled and will be in the best of condition by Mar. 1.

The building com'te of the Board of Trade is enthusiastic over plans for a new exchange and will make an effort to complete such a home before the time for its annual meeting.

Alvin W. Lynch was elected pres. of the Board of Trade at the annual election, Jan. 20. Other officers are Ira Hastings, vice-pres., W. G. Cunningham, sec'y and Louis H. Block, treas. Before the election a beefsteak dinner was served to members of the exchange and guests.

PEORIA LETTER.

The out inspection fee for grain at this market was raised from 50c to 75c, Feb. 1, and the fee for outweighing from 25c to 50c.

The new 250,000-bu. elvtr. of the Conover-McHenry Elvtr. Co. will consist of 12, 18-ft. tanks and 14 interstices. It is of reinforced concrete construction and is equipped with steel spouts and legs. All machinery is driven by individual motors. There are two 32-in. shipping conveyors, two No. 11 Monitor Separators and a 15,000-bu. per hour Richardson Automatic Scale. Other machinery includes two 36-in. storage conveyors, one 4,000-bu. per hour leg, four 2,000-bu. grinders, four 2,000-bu. scales, two 42-in. receiving legs and 2 shipping legs. The work house is 42x57x172 ft., storage bins 67x85.8x102 ft. and drier house 30x42x50 ft. The elvtr. will be completed by the first of the month and Geo. Stengel will be supt. The Burrell Engineering & Constr. Co. has the contract.

Walters & Bowman are out of business at this market.

Clark Grier, formerly with the Grier Grain Commission Co., is now with the Murphy Grier Co.

CHICAGO NOTES.

Memberships are still selling at \$10,500 on the Board of Trade.

Henry S. Robbins has been re-elected attorney for the Board of Trade.

J. C. Shaffer & Co. have moved their business from S. La Salle St. to Jackson Blvd.

R. H. Mathias and H. Strawn have applied for membership in the Board of Trade.

H. A. Foss has been reappointed weighmaster and custodian by the directors of the Board of Trade.

Geo. Walter Beavens, formerly with Lamson Bros. & Co., is now mgr. of the grain dept. of J. S. Bache & Co.

The rate of interest for advances on Bs/L during February has been set at 7 per cent per annum by the finance com'te of the Board of Trade.

The corporation clearing house system provided for in an amendment to the rules of the Board of Trade requested in a numerously signed petition has been disapproved by the directors.

Geo. C. Eldridge has sold his membership in the Board of Trade and retired after 42 years of activity. He is 78 years old and he feels that he has earned a rest. His membership cost him \$10 and was sold for \$10,130.

New members of the Board of Trade are: Morton F. Stern, Chas. B. Scott, John H. Simons, J. W. Barkdell, Geo. C. Bailey and A. R. Dennis. Transfers are Ed. W. Noaks, E. J. Barthelow, Berton W. Rollins, A. L. Rosener, Horace G. Newhall and John H. Block.

INDIANA

Blaine, Ind.—W. A. Premer is now mgr. of the local elvtr.

Walton, Ind.—James Denniston is now mgr. for the Walton Elvtr. Co.

Frankfort, Ind.—The Clinton Grain Co. has filed articles of dissolution.

Anderson, Ind.—A farmers' elvtr. company will be formed here to operate a mill and elvtr.

Crawfordsville, Ind.—The Farmers Co-op. Grain & Supply Co. will remodel its elvtr. this spring.

Wanatah, Ind.—The Farmers Elvtr. Co. has been organized and has bot the elvtr. of Bunnell & Bailey.

La Porte, Ind.—The recently organized Union Mills La Porte County Shipping Ass'n has bot the elvtr. here.

Spiceland, Ind.—The Farmers Elvtr. Co. with a capital stock of nearly \$90,000 will be in operation here soon.

Millersburg, Ind.—The new elvtr. of Lyon & Greenleaf will cost \$25,000 and will be started early in the spring.

Roann, Ind.—The Farmers Elvtr. Co. has been organized to buy the elvtr. here. It has a capital stock of \$40,000.

Carlos, Ind.—The elvtr. of the Farmers Grain Co. burned Feb. 2. Loss on building amounted to \$4,000 and \$10,000 on grain.

Anderson, Ind.—The Township Farmers Ass'n has been formed here and permanent officers will be elected at the next meeting.

Hebron, Ind.—David Fisher and his son, Kenneth, have bot the elvtr. of W. J. Brown. We have not sold ours.—Broom & Zofield.

Max (Lebanon p. o.), Ind.—The Powell Elvtr., recently bot by V. C. Faulkinbery, will continue to be operated as the Max Grain Co.

Westville, Ind.—Farmers Co-op. Co. incorporated; capital stock \$40,000; incorporators, Fred Wrankee, Geo. Hartman and Ross Beach.

Frankfort, Ind.—We have sold the Fairground Elvtr. to David Stewart, of Le Roy, who will take possession Feb. 25.—Roy C. Wilkerson.

Monroe, Ind.—We have sold our elvtr. and warehouses to the Monroe Grain Co., a new corporation.—Monroe Grain, Hay & Milling Co.

Ridgeville, Ind.—We will change our firm name from the Ideal Milling & Grain Co. to the Ideal Grain Co., as we are out of the milling business for all time, our mill having been dismantled. I own the company individually now.—I. J. Mills.

St. Paul, Ind.—The elvtr. of the Wm. Nading Grain Co. has been completed.

Belshaw (Lowell p. o.), Ind.—We will build a new 3-room brick office in the spring and install a 10-ton auto truck scale.—Farmers & Gleaners Elvtr. Co.

Indianapolis, Ind.—H. L. Kinney, formerly of Windsor, Ill., and Sam J. Bruce are reported to be about to form a partnership and engage in the grain business here.

Pierceton, Ind.—The new Farmers Elvtr. Co. has not decided at present whether to buy our elvtr. or build a new one.—Geo. R. Kinsely, mgr., Kraus & Apfelbaum.

Ligonier, Ind.—Repairs on the big engine in the plant of Lyon & Greenleaf, props. of the Ligonier Milling Co., have been made and the plant is again in operation.

Mishawaka, Ind.—J. W. Burell, of Elkhart, has bot the interest of Mr. Morgan in the firm of Burell & Morgan and the firm will now operate as H. H. Burell & Son.

Matthews, Ind.—The Farmers Co-operative Co. incorporated to build a grain elvtr. and mill; capital stock, \$50,000; incorporators, G. F. Slater, John A. Gadgury and Walter Penrod.

Elmora, Ind.—The estate of C. M. Lemon, who recently died, will be closed this spring and I do not yet know what I shall do after June 1.—John Caress, mgr. Lemon Milling Co.'s Elvtr.

Glenwood, Ind.—The Farmers Elvtr. Co. will build a 15,000-bu. vitrified tile elvtr. and equip it with the latest machinery, including grain drier, cleaner and sheller. The elvtr. will have a 70x22 ft. basement.

Windfall, Ind.—Just as soon as possible the new elvtr. of the Farmers Elvtr. Co. will be completed. Work was started long ago but weather and labor conditions have been against the finishing of the house.

La Otto, Ind.—The Nathan Grain Co. has bot the elvtr. of J. Keller & Co. and is now operating it with a Fairbanks Morse Oil Engine. The house was remodeled about 2 years ago, having been a flour mill. Bins made of 2x4 cribbing were put in.

Goshen, Ind.—We have bot an old mill which has been deserted for some time and are going to rebuild it this season, making it 2 stories high from basement. We will also build bins for 20,000 bus. of grain.—C. F. Hoover, mgr., Elkhart County Farmers Co-operative Ass'n.

South Whitley, Ind.—Since buying the interests of E. E. Gandy in O. Gandy & Co., with which we have been associated since its organization, we have concluded to change the name of the company and will in future operate all our plants as the Meyer Grain Co., M. and L. Mayer, props.—Mayer Grain Co., successor to O. Gandy & Co.

Rushville, Ind.—The milling plant of Clark & Sons burned Jan. 10 with a loss of \$150,000. The plant contained 20,000 bus. of wheat and considerable flour. It is that that the blaze was due to defective wiring. Leonard Clark is mgr. The loss amounted to about \$55,000 on the contents. The whole insurance is \$83,000. The plant will be rebuilt at once.

Hortonville (R. R. name Horton), Ind.—We have bot the elvtr. of the Horton Elvtr. Co. and will continue the business. We formerly owned and operated the elvtr. of A. Smith & Co. at Sheridan but sold it last June. Our new house is 5 years old, but is in very good repair. We are now installing a 35-h.p. motor and will in the near future put in an attrition mill. Our firm consists of Arya Smith, W. E. Woods and W. J. Pritsch.—Horton Elvtr. Co., W. E. Woods.

Farmland, Ind.—The new concrete elvtr. of the Goodrich Bros. Hay & Grain Co. is complete and is now in operation. The elvtr. office and driveway are all concrete and built along artistic lines, the outside as well as the inside being nicely finished. Driveway has roll top metal doors with same kind of door on railroad side. There is a hollow tile warehouse on the west of the elvtr. on a concrete foundation and with a concrete floor, the roof being of asbestos roofing. The power used is electricity and there is a 15-h.p. and two 20-h.p. motors to run the machinery, with a 5-h.p. motor for the overhead dump. The equipment includes a Western Sheller in basement, Richardson 1,500-bu. Automatic Scale on bin floor and a No. 6 Monitor Cleaner in the cupola. The 2 stands of elvtrs. are made of concrete and metal. There is a Western Manlift from 1st floor to cupola. The ground around the elvtr. is to be cleaned up in the spring and grass seed and flowers planted.

Hazelrigg, Ind.—The elvtr. formerly owned by Joe Witt, of Lebanon, has been sold to the Newton Busenbark Grain Co. and possession will be given at once.

Milroy, Ind.—The Milroy Milling Co. has been incorporated with a capital stock of \$60,000, and has bot the Acme-Evans Mill plant. T. E. Allen, of Indianapolis, for the last 9 years with the old company, is gen. mgr. of the new one, which is composed of Geo. F. Brown, pres., of Charleston, W. Va., where he is mgr. of the Brown Milling & Produce Co.; Frazier G. Hurt, of the Crabb Orchard Milling Co., Ky., sec'y-treas., and M. S. Qualls, of Kentucky, vice-pres. This mill has been in the hands of the Acme-Evans Co. for 2 years, they having bot it of the receiver who took it over when T. E. Bottorff, owner of what was then called the Enterprise Milling Co., went bankrupt. It was first managed by Jesse Anderson upon the Acme-Evans Co.'s first assuming control and later by Everett Bottorff, who was in charge when the present deal was made. Mr. Bottorff will remain with the new owners. A new engine has been installed and the plant is in first class order.

IOWA

Clarion, Ia.—G. W. Gurney is now mgr. for the Farmers Elvtr. Co.

Exira, Ia.—Farmers are interested in organizing an elvtr. company here.

Gruver, Ia.—The Farmers Elvtr. Co. has installed an electric motor in its elvtr.

Dinsdale, Ia.—The elvtr. of the Dinsdale Grain & Lbr. Co. will be enlarged this year.

Whitten, Ia.—A farmers elvtr. company has been formed here and officers elected.

Orange City, Ia.—The Farmers Co-operative Co. is reported to be in need of a mgr.

Rolfe, Ia.—The Charlton-Larson Grain Co. is installing an automatic scale in its elvtr.

Irving, Ia.—The Irving Merc. Co. is out of business. Is succeeded by Blaha Bros.—P.

Ortonville (Wauke p. o.), Ia.—The elvtr. of the Des Moines Elvtr. Co. has been reopened.

Reynolds, Ia.—A farmers elvtr. company with a capital stock of \$40,000 has been organized here.

Le Mars, Ia.—Fred Burns, pres. of the Plymouth Milling Co., is dead after only a few days illness.

Sheldon, Ia.—J. H. Wolfe is now in possession of the elvtr. he bot last year from the Jenkinson Grain Co.

Greene, Ia.—The Farmers Elvtr. Co. has taken out its old scales and will install a Fairbanks Scale.

Hartley, Ia.—Chas. Pavik has bot the elvtr. here and the one at Moneta and will take possession at once.

Emerson, Ia.—The Farmers Co-op. Co. has added live-stock to its grain business. Guy Harold is mgr.

Waterloo, Ia.—The Farmers Grain & Stock Co. has bot new scales and is planning to build a new warehouse.

Winslow, Ia.—The Winslow Co-op. Ass'n has bot the grain, coal and feed business of S. C. Larson, who will retire.

Lester, Ia.—A. H. Betts, of Mitchell, S. D., has bot the elvtr. of Chas. Pavik which he recently bot of Bremer & Bremer.

Anita, Ia.—We expect to increase our capital stock to \$30,000 and build additions.—G. A. Shike, Farmers Co-operative Co.

Lehigh, Ia.—We have bot the elvtr. of the Farmers Elvtr. Co. and are now operating it.—F. W. Peterson, Carlson & Peterson.

Washta, Ia.—We will install a Trap Truck Dump and also paint the elvtr. this summer.—B. L. Arnold agt., Quaker Oats Co.

Sheldon, Ia.—The Co-op. Ass'n is planning to build a new 50,000-bu. elvtr. on the site of the present house, which will be wrecked.

Brushy (Duncombe p. o.), Ia.—I am mgr. of the elvtr. recently purchased from the Brushy Grain & Merc. Co.—Roy L. Mills, Mills & Co.

Callender, Ia.—Callender Grain Co. incorporated; capital stock \$25,000; incorporators, Vincent Hayck, pres., and A. M. Peterson, sec'y.

Bedford, Ia.—I sold my elvtr. at this point to the Farmers Union and am out of the grain business at present.—H. F. Leet, Maryville, Mo.

Chillicothe, Ia.—Lamis-Hoose & Co. have bot 2 lots here and will build a grain elvtr. on the main line of the "Q" this season.—L. H. Lamis,

Jolley, Ia.—The elvtr. of the Jolley Elvtr. Co., burned Jan. 5, will be rebuilt at once, but the company hope to obtain a better site for the new house.

Germania, Ia.—J. P. Schissel, of Adams, Minn., has bot the elvtr. of W. R. Fleming and will install a new truck dump this summer.—A. C. Schissel.

Grundy Center, Ia.—The Farmers Co-op. Elvtr. Co. will make many improvements on its elvtr. and will aim to increase its facilities for handling grain.

Oyens, Ia.—L. Orban has succeeded J. Durkin as mgr. for the Oyens Co-op. Co., Mr. Durkin having gone to Struble as mgr. of the Farmers Elvtr. Co. there.

Buchanan, Ia.—G. E. Frederick has succeeded R. B. Ostrander as agt. for the Home Lumber Co. at this station. Mr. Ostrander is now located at Watkins, Ia.

Clearfield, Ia.—The recently formed Farmers Elvtr. Co. has let contract to the Newell Constr. Co. for a 22,600-bu. steel and concrete elvtr., the cost to be \$20,000.

Terrill, Ia.—We have bot 2 elvtrs. here and will take possession April 12, when we will be in a position to put them into operation.—H. Cook, Farmers Co-operative Co.

Hamburg, Ia.—The office of Good Bros., props. of the Nishna Valley Seed & Grain Co., was entered by thieves Jan. 29, and the safe rifled. Fortunately there was only \$32 in it.

Le Grand, Ia.—I have bot the interests of B. L. Cook in the elvtr., lumber and coal business here and the firm will be incorporated as the LeGrand Elvtr. Co.—Harry Miller.

Macedonia, Ia.—Macedonia Grain & Lbr. Co. incorporated; capital stock \$50,000; incorporators and officers, A. C. Lewis, pres.; C. C. Scott, vice-pres.; G. Moss, sec'y, and Grant Pilling, treas.

Washington, Ia.—The Washington Flour Mills Co. is contemplating the building of a 100,000-bu. concrete elvtr. this spring which would give the company a total storage capacity of 200,000 bus.

Irvington, Ia.—The recently organized Irvington Grain & L. S. Co. has bot the elvtr. of Bedell Bros. and will build a house at Rich Point (Algona p.o.), which will be operated in conjunction with the one here.

Williamsburg, Ia.—We will build a warehouse and a lumber shed in the spring and will install new electric machinery, an up-to-date seed cleaner and other power machinery as well as motors.—Harry Werder, mgr. Williamsburg Supply Co.

Dayton, Ia.—S. G. Carlson, mgr. of the Farmers Elvtr. Co. here, has bot an elvtr. at Lehigh, but will stay at Dayton until a new mgr. can be found to release him. Floyd Peterson will manage the elvtr. at Lehigh until Mr. Carlson can take it over.

Terrill, Ia.—The Farmers Co-operative Co. has bot the 2 elvtrs. of the Terrill Grain Co. from C. M. Anderson, prop. The new company had intended to build an elvtr. but has dropped the plan at present. The price paid for the elvtrs. was \$13,000.

Webster City, Ia.—We intend to build a new elvtr. just as soon as we secure our site on the C. & N. W. The prices wanted for the elvtrs. here are, we think, exorbitant. We are capitalized at \$10,000 and will receive our incorporation papers soon.—H. L. Laird, sec'y, Farmers Grain Co.

Eldora, Ia.—I have sold my elvtr. and coal and ice warehouses to the recently organized Farmers Co-op. Elvtr. Co., which gives the company two elvtrs. here and one at Hughes. The main office will be in the Potgeter Elvtr. they bot here on the M. & St. L. E. F. Froming is mgr.—V. H. Vilmert.

Red Oak, Ia.—We installed Richardson Automatic Scales in our elvtrs. here and at Essex when we built them. The house at Essex is 15,000-bu. capacity, and of cribbed construction while the elvtr. here has 25,000-bu. capacity and is of tile. We also installed Trap Truck Dumps and 10-ton Fairbanks scale.—Turner Bros.

Truesdale, Ia.—The new elvtr. of the Farmers Elvtr. Co. has been completed. It is of concrete construction and has a capacity of 50,000 bus. It is built on the site of the old house which was taken down and the company has been more or less handicapped in the handling of grain this season. J. F. Barnes has succeeded Jos. E. Gutel, who recently resigned, as mgr.

Gridley, Ia.—We have just started in business here, operating as Rothoun & Clandon.—J. P. Guingrich, formerly agt., Hayward Bros. Grain Co.

Cedar Rapids, Ia.—The Terminal Elvtr. Co., capitalized at \$1,000,000, has filed incorporation papers and will build a 1,000,000-bu. elvtr. here. Officers of the company will be J. R. Murrell, Jr., pres. of the King-Wilder Grain Co., pres.; Ray Chandler, vice-pres.; Southerland Dows, treas. and O. Mosher, Jr., sec'y-mgr. Offices of the new company are in the Kimball Bldg.

Mount Auburn, Ia.—The elvtr. of the King-Wilder Grain Co., containing 6,000-bus. of corn and oats, burned at 10 p.m., Jan. 27. It is believed that the fire started from the gasoline engine in the engine room. Some of the grain may be salvaged, but the loss is estimated at \$10,000. The office, scales and all books and records were saved. The house will be rebuilt at once.

Guthrie Center, Ia.—Last fall I built one house 60x40 and one 48x30 for handling seed and feed and will continue to buy corn and oats. I have ground adjoining the Rock Island right of way on which to build an elvtr. if it seems desirable. This is a feeding district and not enough business to employ one elvtr. 60 days in the year. We are not out of the grain business, tho the elvtr. that we have been running will be dismantled and cease to be used as an elvtr.—S. G. Compton & Son.

Council Bluffs, Ia.—The long drawn out controversy between this city and the owners of the terminals elvtrs. over the right of the city to tax the grain in the elvtrs. the first of each year has at last been settled. The elvtr. men have held that the grain was in transit and therefore not taxable. The grain men have agreed to pay the tax which for the last 3 years has been held up by an injunction secured by them and will immediately pay the tax for this year and the 3 preceding ones, amounting to approximately \$35,000. The agreement is final and the tax will be paid in the future without delay.

DES MOINES LETTER.

L. E. Roseman is our traveling representative in Iowa territory.—Mid West Consumers Grain Co.

E. W. Miller has been elected to membership in the Board of Trade and the application of C. H. Blanke has been received.

The Stokely Grain Co. will open an office here at an early date. H. L. Stokely has been admitted to membership in the Board of Trade.

Des Moines, Ia.—R. G. Williams, formerly at Lamson Bros. & Co.'s office in Sioux City, has been transferred to this office and will ass't W. H. Sievert.

SIOUX CITY LETTER.

A larger grain zone for this city and vicinity will be recommended by E. L. Morris, division supt. of the Kansas City office, and E. L. Wright, federal supervisor for this market, to the Bureau of Markets and it is hoped that a decision will be rendered early this month. Mr. Wright says: "The boundary lines are important because they define our jurisdiction over grain territory. Our recommendations include territory naturally tributary to Sioux City and take into consideration railroad facilities that make for a natural market for grain here. New rates from Nebraska and South Dakota also influence the plan." The proposed new lines will include Fort Dodge, Mason City and Webster City, Ia., also all of South Dakota south of the main line of the C. & N. W. Ry. Co. and the 2 northern tiers of Nebraska counties, Iowa north of the Monon Line and extending east to Blackhawk county lies in the present district.

KANSAS

Hoyt, Kan.—Fred Hall has taken possession of the Red Elvtr. here.

Bronson, Kan.—G. H. Ford, of Moran, has bot the elvtr. of C. Gilliam.

Havensville, Kan.—Farmers are interested in organizing an elvtr. company here.

Bucklin, Kan.—The Commercial Club of this city is anxious to see an elvtr. established here.

Hays, Kan.—The Farmers Elvtr. Co. has let contract to the White Star Co. for a new elvtr.

De Soto, Kan.—Clifford Morse has bot the interest of Will Baker in the De Soto Elvtr. Co.

Harris Spur (No p.o.), Kan.—The Farmers Co-op. Union of Hand has been incorporated here.

Alton, Kan.—We are out of the grain business.—Mrs. F. W. Gaunt, F. W. Gaunt Estate.

Larned, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., will build a 500,000-bu. elvtr. here.

Kismet, Kan.—F. A. Prater, of Ford, is now mgr. of the elvtr. of R. C. Moore, of Plains, at this station.

Neodesha, Kan.—The Rea-Patterson Milling Co. will build a new warehouse here and install electric power.

Liberal, Kan.—The Hayes-Meyer Grain Co. has opened offices here. M. L. Hayes and J. W. Myer are props.

Nekoma, Kan.—D. W. Phillips will install a car loader and cleaning machines. The elvtr. will also be repaired.

Hutchinson, Kan.—The Wm. Kelly Milling Co. will build a terminal elvtr. and mill in this city to cost \$400,000.

Mayetta, Kan.—A new reinforced steel-concrete elvtr. will be built by the Associated Mill & Elvtr. Co. at this point.

Penalosa, Kan.—Mgr. Lawson has resigned as mgr. of the Farmers Co-op. Union Elvtr. Co., after a most successful year.

Paola, Kan.—The Paola Mill & Elvtr. Co. will enlarge its elvtr. and build a new warehouse as soon as the weather permits.

Little River, Kan.—The Burke Grain Co. will build a 25,000-bu. concrete elevator. Burrell Eng. & Constr. Co. has the contract.

Coldwater, Kan.—We will build a new office, put in 2 motors and a truck dump this spring.—O. M. Osborn, mgr. Morrison Grain Co.

Baileysville, Kan.—Farmers Co-op. Ass'n incorporated; capital stock, \$15,000; incorporators, Geo. Heiman, E. W. Meyer and Harry Helser.

Hutchinson, Kan.—The Reno Flour Mills Co. has disposed of its line of country elvtrs.—R. W. Vance, grain dept. Consolidated Flour Mills Co.

Marion, Kan.—The Marion Milling Co. has leased the mill of the Cottonwood Valley Mills, formerly known as the Pierce Bros. Mills.—C. E. Pierce.

Lyons, Kan.—A 75,000-bu. storage tank addition will be built by the Central Kansas Milling Co. The tanks will be of concrete and will cost \$50,000.

Cunningham, Kan.—The explosion of an oil tank at a filling station, set fire to the elvtr. of the Farmers Grain & Elvtr. Co. and the damage amounted to \$25.

Newton, Kan.—Gus Schroeder is now in charge of our plant here. We are installing an auto dump in the elvtr.—Consolidated Flour Mills Co., Hutchinson.

Atchison, Kan.—The Blair Elvtr. Corporation has selected the Sherman Engineering Co. as engineers for the construction of its new 1,000,000-bu. elvtr. to be erected here.

La Crosse, Kan.—The La Crosse Milling & Grain Co. will build a large concrete elvtr. and double the capacity of its mill by building additions to its present plant, according to current report.

Seward, Kan.—The Keystone Milling Co., Larned, has bot the elvtr. of the Reno Flour Mills Co., Hutchinson, at this station and is now in possession.—R. A. Ebly, formerly agt. Reno Flour Mills Co.

Hugoton, Kan.—We have let contract for a new elvtr. and warehouse here. The house will be up-to-date in every way and electrically driven. We expect to specialize on seeds.—H. B. Wheaton Grain Co.

Hutchinson, Kan.—Harry Stover, for many years with the Kansas Flour Mills Co. at this market, has gone to Oklahoma City, Okla., where he will be grain mgr. for the Oklahoma City Mill & Elvtr. Co.

Halstead, Kan.—The new Farmers Elvtr. Co. has completed its organization and closed the deal for the elvtr. of the Farmers Grain, Stock & Merc Co. The company has a capital stock of \$20,000. C. A. Yeomans is sec'y-treas.

Topeka, Kan.—The annual meeting of the Board of Trade was held Jan. 13th and the following officers elected: J. B. Nicholson, pres.; J. F. Jones, vice-pres., and A. H. Gillon, Boyce Forbes, E. J. Smiley and F. A. Derby directors.

Ford, Kan.—The elvtr. of the Ford Equity Co. burned Jan. 20 with a loss of \$15,000. The fire was caused by shaft thru bin. Most of the damage was due to smoke and water but it is that most of the grain can be salvaged.

Sylvia, Kan.—The Associated Mill & Elvtr. Co., of Kansas City, Mo., has bot the plant of the Sylvia Milling Co., owned by John Stephens, in connection with the Larned Milling Co., but the Larned Milling Co. was not included in the deal.

Belpre, Kan.—Clarence Laird took possession of the elvtr. he recently purchased of the Kansas Grain Co., Feb. 1. No new elvtrs. here but the new 125-bbl. mill of the Farmers Equity Co. is completed and ready for operation.—R. W. Hunter, formerly mgr. Kansas Grain Co.

Ellsworth, Kan.—We have sold our mill and 9 elvtrs. to the H. D. Lee Flour Mills Co., of Salina, and will turn over the mill Mar. 1. We will however operate the elvtrs. till July 1, when we will give the new company possession.—H. Work, pres. Ellsworth Mill & Elvtr. Co.

Topeka, Kan.—Thos. Page, pres. of the Page Milling Co., died at his home in this city, Jan. 19, after an illness of only a few days. The company operates 2 mills and has a storage capacity of over 300,000 bus. His son, David G. Page, has recently been in active charge of the company.

Sedgwick, Kan.—G. E. Heald has sold his elvtr. to the Associated Mill & Elvtr. Co., of Kansas City, Mo., who will take over the plant as soon as he can clean it out, but at the rate cars are sent for the grain in the elvtr., the transfer is some time in the distant future unknown to us now. He and I will both look for another location and probably go into the grain business again soon.—M. G. Heald, formerly Burrton, Kan.

WICHITA LETTER.

The Board of Trade has contracted with a building company to construct a building to be completed on or before Jan. 1st, 1921, whereby the Board of Trade members will have a large trading floor on the 7th floor of the building, with first choice of all rooms on the 4th, 5th, 6th and 7th floors. The building is now under construction, and members are hoping to move before the expiration of their contract.

The Wichita Board of Trade doubled their membership Feb. 3rd, by issuing one membership for every membership that has already been issued, this increased the membership to one hundred members, but no limit has been placed on the membership, as any one that can qualify can purchase a membership out of the treasury at a minimum price of ten thousand dollars. The unusual demand for memberships has brought about this action. There was not a dissenting vote against the issuing of additional memberships. The increase in membership will mean much for this market, as already there have been several memberships sold of the new issue, as firms, that have heretofore been unable to become members, because of the fact that no memberships were for sale. The officers of the Board of Trade are to be commended, as they have taken the position, that only firms that could qualify under the rules could be admitted, and have not deviated from the rule.

KENTUCKY

Lancaster, Ky.—The Lancaster Flour Mills Co., Inc., has been incorporated.—W. A. Doty, sec'y.

Paducah, Ky.—The Lack-Redford Elvtr. Co. has changed its name to the Kentucky Elvtr. & Milling Co.

Bradfordville, Ky.—The flour mill I bought of Sandusky Bros. is the same mill built by Barnett Terhune in 1888 and after his death was run by his 3 sons under name of B. Terhune's Sons. I also bought a completely equipped elvtr. that is now being run in connection with the mill. I am 10 miles from the L. & N. (shipping point Lebanon, Ky.) on a fine pike. Do my own hauling with Ford trucks.—Roy W. Bateman.

LOUISVILLE LETTER.

Louisville, Ky.—Harry R. King, a grain inspector at this market, dropped dead of heart trouble at the Kentucky Public Elvtr., Jan. 23. He was 69 years old.

Bingham-Hewitt Grain Co. incorporated; capital stock \$100,000; Manry B. and Leonard A. Hewitt and E. P. Scherer and Fred W. Scholl and Harry H. Bingham, incorporators.

House Bill No. 205, now before the House of Representatives, is designed to control standard weights of packages of meal, grits, hominy, etc., in the state. Representative Barnes is the author of the bill.

MARYLAND

BALTIMORE LETTER.

Samuel Phillips has become a member of the Balt. Chamber of Commerce and will represent Hallet & Carey, of Minneapolis, at this market.

J. Murdoch Dennis, one of the new directors of the Chamber of Commerce, has fully recovered from the effects of a minor operation and is again on 'change.

Samuel J. Diggs, of Sam'l J. Diggs & Son, dealers in grain and hay, died Jan. 27 at the age of 84. He has not been actively engaged in the business for the last 18 years.

The wife of John J. Snyder, mgr. of the Western grain dept. of Robinson & Jackson, died Jan. 24. The sympathy of his many friends in the trade is sincerely extended to him.

A 500-ton barge, "Triton," has been put into service by H. A. Wack & Co., and will be used in the harbor for moving grain for the firm which has been in business here for 29 years.

J. Barry Mahool, W. C. Scott, Alfred W. Pleasants, J. Murdoch Dennis and John J. Snyder were elected as the 5 new directors of the Chamber of Commerce, Jan. 26. They held their first meeting with the 10 old directors and re-elected Wm. H. Hayward pres. of the exchange for the 3d time.

On Jan. 19, new weighing charges became effective under the rules of the Chamber of Commerce, as follows: Weighing at export elvtrs., per 1,000 bus.—Inward, from cars, 55c; inward, from vessels, 55c; outward, to vessels, 25c; outward, to cars, 35c; weighing after drying, 25c; handling, 10c. Weighing at city stations, per 1,000 bus.—Inward, from cars, 55c; outward, to cars, 35c; bag lots, 55c; handling, 10c. No charge to be less than 10c.

MICHIGAN

St. John, Mich.—Farmers are organizing an elvtr. company here.

Manchester, Mich.—Burtless & Henzie have succeeded Burtless & Shaffer.

Sparta, Mich.—J. W. Spangenberg is sec'y of the Whalen Grain & Produce Co.

Holland, Mich.—Geo. Heneveld is now mgr. of the newly organized Holland Co-op. Ass'n.

Niles, Mich.—The farmers of this section are deeply interested in the forming of an elvtr. company.

Akron, Mich.—Lee Watson is now mgr. for the recently incorporated Grange Co-operative Elvtr. Ass'n here.

Bancroft, Mich.—We are installing a 40-bbl. Midget Marvel Flouring Mill in our elvtr.—Bancroft Elvtr. Co.

Bancroft, Mich.—Hankins Bros., of Lansing, have completed the mill and elvtr. here. The plant cost \$50,000.

Marion, Mich.—The Grangers Ass'n is contemplating the taking over of the elvtr. of the Farmers Co-op. Ass'n.

Carson City, Mich.—We recently sold our elvtr. here to the Gleaners Clearing House Ass'n, of Grand Rapids.—Lewellyn Bean Co.

Grand Rapids, Mich.—The West Michigan Bean Jobbers incorporated; capital stock \$15,000. The new company will also deal in grain.

Saranac, Mich.—The Farmers Co-operative Elvtr. Co. has bot the elvtrs. and the warehouse of T. G. Mercer and the Saranac Produce Co.

Grand Ledge, Mich.—Com'ites have been appointed by the farmers of the vicinity to work on the formation of a company to build an elvtr.

Charlotte, Mich.—We will not only install a feed mill but will also put in a wheat cleaner.—Square Deal Co-operative Elvtr. Co., L. B. Abbott, mgr.

Albion, Mich.—We have not decided as to the building of a warehouse at our branch house as yet but we will probably do so.—Farmers Elvtr. Co.

Schoolcraft, Mich.—We have bot the elvtrs. of the Stuart Grain Co. at this station and at Flowerfield and will operate them.—W. L. Harvey & Son, Constantine.

Three Rivers, Mich.—We have not built an elvtr. yet but have bot a site and prospects are bright for building this spring. We will also build a feed mill and warehouse at that time if all goes well.—G. Lee Barnes, sec'y-treas. Three Rivers Co-op. Ass'n.

Scotts, Mich.—Having sold our elvtr. at Leonidas, we will enlarge our wholesale feed, grain and hay business here. We will also increase our automobile business.—White Bros.

Lansing, Mich.—The Harry E. Saier Co. has succeeded Harry E. Saier and will add grain to the nursery and seed business formerly conducted by the old firm. It is capitalized at \$50,000.

Edmore, Mich.—We do not know the cause of our recent fire but think that it started from a kerosene oil stove used to heat the giant picker. Loss on building at present prices of machinery and lumber, \$21,000 and \$6,100 on grain and beans, with \$11,500 insurance. Will not rebuild before spring. Fire started at noon while house was closed for dinner.—Johnson Grain Co.

Shepardsville, Mich.—The elvtr. of A. B. Bullard, of St. Johns, at this station, burned at 4:30 p. m., Jan. 20. The flames had gained so much headway when the fire was discovered nothing could be saved and loss is total, amounting to \$5,000, with \$3,000 insurance. A small quantity of clover seed, grain and fertilizer were destroyed. Harold Bullard was mgr. and said that he did not know whether his father would rebuild or not.

Marquette, Mich.—The elvtr. of F. B. Spears & Sons was badly damaged by fire, Jan. 20, the interior of the building being practically a total wreck. When the fire was discovered, flames were shooting out of a small window in the cupola. The walls and roof of the house were of sheet iron and were not damaged to any extent. The 12 large bins in the building, containing about 5 carloads of corn, oats and flour, are a mass of charred timbers and burned grain, tho some of the grain may be salvaged. The elvtr. machinery is a total loss. The entire loss has not been figured out but is tho to be about \$15,000, and is covered by insurance. The house will be rebuilt and refitted with new machinery as soon as possible.

MINNESOTA

Lewistown, Minn.—E. J. Rademacher is now mgr. for the Kimmel & Myers Elvtr. Co.

New Richland, Minn.—Farmers have formed a co-operative company here, capitalized at \$40,000.

St. Paul, Minn.—The Capital City Milling & Grain Co. recently increased its capital stock to \$1,000,000 and will build a new elvtr. at Mill "A."

Silver Lake, Minn.—We have bot the elvtr. of the old Farmers Elvtr. Co. and will repair it and put in first class order in the spring. Will also build a warehouse and will add flour, feed and coal to our products.—Knut K. Sorenson, mgr. Equity Co-op. Exchange.

St. Paul, Minn.—Many reports have been circulated to the effect that the Equity Co-operative Exchange of this city would build a mill and also increase its elvtr. capacity. This is evidently untrue as "R. L. H." of the Equity Co-operative Exchange writes under date of Jan. 26, "There will be none."

St. Paul, Minn.—The Consumers Grain Co. will build a \$2,000,000 terminal elvtr. at this point if the milling-in-transit order can be modified to include this market. The company has just incorporated for \$500,000. C. C. Chambers, a member of the Producers Elvtr. Co., at Withrow, Minn., is pres. of the new company.

DULUTH LETTER.

Directors of the Grain Commission Merchants Ass'n. elected at the last annual meeting, are H. J. La Bree, Wilbur Joyce, Walter Blecher, Frank McCarthy and W. C. Mitchell.

Duluth, Minn.—The results of our recent election were as follows: Pres., B. Stockman; vice-pres., H. F. Salyards; directors, C. T. Mears, G. G. Barnum, Jr., and H. S. Newell; board of arbitration, G. G. Barnum, Sr., E. S. Ferguson and W. W. Bradbury; board of appeals, Thos. Gibson, F. E. Lindahl and H. J. LaBree; com'te on inspection, J. F. McDonald; A. M. Prime, Chas. F. Haley, J. M. McCabe and H. A. Starkey. The present board of directors follow: C. T. Mears, G. G. Barnum, Jr., H. S. Newell, C. F. Haley, D. T. Helm, W. B. Joyce, Wm. Grettum, J. F. McCarthy and G. H. Spencer; sec'y-treas., Chas. F. Macdonald; chief state deputy grain inspector, A. C. Smith; chief state weighmaster, F. M. Schutte, and state scale inspector, Jas. C. Gude.—Chas. F. Macdonald, sec'y, Board of Trade.

M. B. Matheson has applied for membership in the Board of Trade on transfer from R. J. Healy.

The Clearing House Ass'n of the Board of Trade will soon vote on an amendment to the rules of the exchange covering the election of directors. It is the custom here to elect all directors for one year only and the plan is to elect 3 each year, retaining the balance of the board of the preceding year.

MINNEAPOLIS LETTER.

W. P. Trickett has been elected pres. of the Terminal Warehouse Commission and also a director of the Traffic Ass'n.

Geo. E. Green is now with the McGuire & Haley Co. He has been on the road for McDonald & Wyman for the past 9 years, covering South Dakota and southwestern Minnesota.

Mrs. Alice Anderson, wife of Ross Anderson, formerly in the grain trade at this market and at Duluth, died in Portland, Ore., Jan. 28. Mr. Anderson is now attached to the grain division of the Food Administration and has been stationed at Portland for some time.

MISSOURI

Pilot Grove, Mo.—A. G. Olsen is now mgr. of the Farmers Elvtr. Co.

Boonville, Mo.—Farmers are working hard to form a company here to build elvtr.

Maryville, Mo.—I sold my elvtr. at Bedford, Ia., and am now out of the grain business.—H. F. Leet.

Hannibal, Mo.—Spencer B. Carter, gen. mgr. of the Carter Shephard Milling Co., died recently at the age of 69.

Dawsonville (Burlington Jct. p. o.), Mo.—I am track buying here at present but I will probably build an elvtr. when prices become more normal.—Mark M. Adkins.

Rhineland, Mo.—A. G. Luenberger has succeeded the late Geo. Scholten as mgr. for the Farmers Elvtr. Co. He was formerly mgr. for the Farmers Elvtr. Co. at Morrison.

Kissinger, Mo.—The Kissinger Elvtr. Co. is the new name for the Clarksville Elvtr. Co. at this station, the company having voted to change the name at the annual meeting. It was also decided to build a new warehouse.

McCarthage, Mo.—The new 250,000-bu. elvtr. of the McDaniels Milling Co. has been completed and was put into operation Jan. 31. Prizes were given to the farmers bringing in the best loads of wheat that day. Mrs. Emma E. McDaniel, 83 years old, a stockholder with her sons in the business, personally presented the checks given as prizes.

Sweet Springs, Mo.—We will erect about 30,000-bu. additional wheat storage and will increase capacity of our mill as reported. All of the necessary machinery has been bought and most of it is on the ground. The additional storage will be in concrete tank form and will be used in connection with our present steel tanks.—Sweet Springs Milling Co.

KANSAS CITY LETTER.

Edwin C. Hoebel has applied for membership in the Board of Trade.

F. M. Crosby has applied for membership in the Board of Trade on transfer from John Washburn, deceased.

At the recent election of the Kansas City Grain Club, Fred C. Hoose was re-elected pres., James N. Russell, vice-pres., and Harry C. Gammage, sec'y.

The Kaul Milling Co. is building a six concrete tank storage addition to its elvtr. The tanks are 20x80 ft. and will be put up by the Eberhardt Construction Co.

The Midland Flour Milling Co. will build a 2 story, 52x146 ft., fireproof, concrete warehouse and six 20x80 ft. tanks. The Eberhardt Construction Co. has the contract.

A membership vote on the advisability of buying the present home of the Board of Trade at \$225,000 was taken Feb. 3. The result was 114 against and 31 favoring the purchase.

What is believed to be the largest car of wheat ever unloaded at this market was received by the W. S. Nicholson Grain Co. It weighed 122,200 lbs., or about 2.036% bus.

F. W. Hoebel, of the Hoebel Grain Co., has been compelled to retire from active business and transfer his membership in the Board of Trade to his brother, Edw. S., who will continue the business. Ill health has caused the trouble.

At the recent annual meeting of the Kansas City Grain Clearing Co., Frank G. Crowell was elected pres.; E. O. Bragg, 1st vice-pres.; C. W. Lonsdale, 2d vice-pres.; Harold F. Spencer, sec'y-treas.; and G. G. Lee, mgr.

Davis-Hunt Grain Co. incorporated; capital stock, \$40,000; incorporators and officers, Ben. B. Hunt, pres.; Ira O. Shellenberger, vice-pres.; and Geo. L. Davis, sec'y-treas. The company has offices in the Board of Trade Bldg. Henry Blatchley, formerly with the J. A. Stinson Elvtr. Co. at Kanola, Kan., is the traveling representative of the new firm.

Charles P. Cummings, who several years ago was employed in the St. Louis office of Goffe & Carkener, but who has lately been connected with the M. D. King Milling Co. at Pittsfield, Ill., will be cash grain salesman for his old firm at this market. He has applied for membership in the Board of Trade on a transfer originally applied for in the name of G. C. Martin.

The new grain appeals com'te of the Board of Trade is composed of C. E. Watkins, J. A. Theis, F. C. Hoose, A. L. Ernst and J. V. Seymour. Weight supervision is composed of E. E. Roahen, J. E. Rahm, and C. A. Dayton. Inspection and sampling of grain, C. M. Woodward, S. B. Gregg, and S. H. Miller. Elvtr. and warehouse com'te, Harry J. Smith, L. A. Fuller, T. J. Brodnax, O. A. Severance.

ST. JOSEPH LETTER.

D. L. Willis has been admitted to membership in the Grain Exchange on transfer from M. H. Gillette.

There has been more or less illness among the members of the Board of Trade and almost every day sees a convalescent returning to the floor or someone missing. M. C. Bruce and E. C. Roberts are among those just recovered, while Fred Watts is a new one on the sick list.

The following com'tes have been appointed for 1920 by the Grain Exchange: Elvtr., R. E. Hastings, C. L. Scholl, and H. H. Savage; weights, C. L. Scholl, A. C. Muench, and E. M. Loutch; appeals, G. A. Aylsworth, F. J. Watts, and R. E. Hastings; arbitration, M. C. Bruce, W. W. Simmons, and A. C. Muench.

ST. LOUIS LETTER.

Geo. W. Vogt has been admitted to membership in the Merchants Exchange.

Carl Langenberg, of Langenberg Bros. Grain Co., will be married, Mar. 27, to Mrs. Katherine Bonnie.

The Merchants Exchange will vote on the proposition of an advertising campaign for this market to cost \$12,000.

All of the officers of the St. Louis Grain Clearing Co. were re-elected at the annual meeting. They are: Nat L. Moffit, pres.; Fred W. Seele, vice-pres.; Claude Morton, sec'y-treas.

New officers of Picker & Beardsley Commission Co. are: A. H. Beardsley, pres., to succeed his father, Charles F. Beardsley, who died Jan. 3; G. H. Nagel, treas.; and T. W. Scott, sec'y.

Eugene Smith, sec'y of the exchange, has never fully recovered from his recent illness, tho he has been in his office as usual. Friends have finally persuaded him to take a short vacation and he is now at Excelsior Springs.

The directors of the Merchants Exchange at a recent meeting authorized a change in Sec. 18 of Rule 13, regarding the purchase and cancellation of membership certificates by the board. Until July 1st the directors may buy and cancel as many as 25 certificates, on which all dues have been paid for \$1,000 each, the amount of the purchase to be taken out of the assessment revenues received within 60 days after the certificate has been posted for sale. The certificate must remain posted for 10 days before the exchange can act.

Applications for membership in the Merchants Exchange have been made by E. S. Rosenbaum, of the J. Rosenbaum Grain Co.; William Chreste, of Ballard & Ballard, of Louisville, Ky.; Henry E. Halliday, of the Halliday Elevator Co., of Cairo, Ill.; John B. Horton, of J. B. Horton & Co., of Memphis, Tenn.; Samuel L. Vail, of the Plant Seed Co., St. Louis; George W. Voght, of the Larabee Flour Mills Co., of Kansas; Frederick H. Barkley, of the Stokes-Barkley Grain Co., of St. Louis; Thomas G. Coffy, of Lamson Bros. & Co., of Chicago; C. J. Bergfeld, of the Interstate Flour & Feed Co.; C. A. Mahon, of the Mixed Feed Supply Co.; W. H. Bartz, of W. H. Bartz & Co., Des Moines, Ia., and A. H. Bennett, of the A. H. Bennett Commission Co., Topeka, Kan.

Thos. G. Coffin has been appointed to succeed Oswald Graves as representative for Lamson Bros. & Co. at this market. He is a well known private wire operator and was for many years associated with Mr. Graves. Mr. Coffin has applied for membership in the Exchange.

The Moffit-Napier Grain Co. has succeeded the Hubbard & Moffit Commission Co. but the personnel and financial status of the firm is unchanged. Officers of the company are: Nat. A. Moffit, pres.; Robt. C. Napier, vice-pres.; Charles S. Moffit, treas.; and Eugene J. Gissler, sec'y.

Boyd S. Lusk, former pres. of the Lusk-Stokes Commission Co., which went out of business Oct. 1, and one of the founders of the Lusk Commission Co., died Jan. 29 after a 5-day illness with pneumonia. Mr. Lusk was on the floor of the exchange in his usual good health and spirits on Saturday and his sudden death Thursday seemed almost incredible to those with whom he had been associated for so long. He was buried at his old home in Pilot Grove, Mo. E. F. Daley, his present associate in business, will continue the business at least for a time.

MONTANA

Cascade, Mont.—Cascade Milling & Elvtr. Co. incorporated, capital stock \$200,000, amount subscribed \$96,600, liabilities \$70,000; Officers, J. B. Taylor, pres.; J. H. Jones, vice-pres.; Aug. Schwachheim, gen. mgr.

Helena, Mont.—Another attempt will be made to float the \$250,000 terminal elvtr. bonds which failed to materialize last year. The bonds are to be used for a state owned mill and elvtr. to be erected at Great Falls.

NEBRASKA

Cullom, Neb.—The Cullom Elvtr. Co. will employ a mgr. soon.

Mynard, Neb.—Jeff Salsburg and Nelson Jean are managing the elvtrs. here.

Ralston, Neb.—F. O. Spear is now mgr. for the Ralston Milling & Elvtr. Co.

Dixon, Neb.—I am now mgr. of the Farmers Union Elvtr. Co.—E. W. Mosher.

Sterling, Neb.—The Farmers Elvtr. Co. has increased its capital stock to \$100,000.

Hickman, Neb.—The elvtr. of J. G. Norcross, burned Dec. 24, will be rebuilt at once.

Flowerfield, Neb.—Farmers Union Co-op. Supply Co. incorporated; capital stock \$10,000.

Roseland, Neb.—The Roseland Grain & Supply Co. will build a new warehouse in the spring.

Lyons, Neb.—The Farmers Co-operative Union has increased its capital stock to \$30,000.

Dunbar, Neb.—R. A. Friend, formerly mgr. of the Farmers Elvtr. Co., has moved to St. Joseph.

York, Neb.—L. S. Loomis is vice-pres., and J. J. Dudek, sec'y of our company.—York Milling Co.

Waco, Neb.—I am now out of the grain business for myself.—L. M. Pratt, formerly Jackson & Pratt.

Platte Center, Neb.—John W. Riley, mgr. for the Farmers Elvtr. Co. for the last 15 years, has resigned.

Deshler, Neb.—A. J. Schoenfeld is now mgr. of the Farmers Elvtr. Co., succeeding J. R. Hoffman.

Elmo, Neb.—The Farmers Union has bot the elvtr. of W. T. Hacker and now operates 2 elvtrs. here.

Tarnov, Neb.—I have resigned as mgr. for the T. B. Hord Grain Co., effective Mar. 1.—F. Paprocki.

Blue Springs, Neb.—We will build an additional elvtr. on the B. & M. if the 1920 crops be favorable. The building will be of the latest model both in construction and equipment.—W. Raig, mgr. Farmers Union Co-op. Co., successors to Farmers Elvtr. Co.

Newman Grove, Neb.—We will take possession of the mill and elvtr. of Newman Grove Ig. Co., Mar. 1, and will operate as the Shively Mills. My brother, C. M. Shively, is in partnership with me. We will overhaul the mill this summer and put everything in good shape. We bot the plant from J. T. Brady, Albion, who bot it of Gustavson & Johnson last fall.—Fred W. Shively.

Orchard, Neb.—The capital stock of the Farmers Union Co-operative Co. has been increased to \$50,000.

Cedar Bluff, Neb.—The Nye-Schneider-Fowler Co. is installing 2 motors and will operate by electricity in future.

Craig, Neb.—J. J. Bennett has succeeded John Peterson as mgr. of the Farmers Union Co-operative Ass'n. Hoyt Rousch is asst. mgr.

Fairbury, Neb.—I have taken my two sons, V. E. and C. W. Lea, as partners in the Fairbury Mill & Elvtr. Co. which I recently bot.—W. E. Lea.

Oakland, Neb.—John Peterson, formerly mgr. for the Farmers Union Co-operative Ass'n at Craig, is now with us in the main office here as bookkeeper.—Holmquist Grain & Lumber Co.

Elwood, Neb.—W. E. Melosh, of Smithfield, has succeeded Inar Anderson as mgr. of the elvtr. of W. M. Bruce. Mr. Anderson has gone to Holdrege where he will have a clerical position with the Equity Union Exchange.

Lincoln, Neb.—The Gooch Milling & Elvtr. Co. has let contract for a 7-story, 67x90 ft. 1,200-bbl. mill to Tobin Co. The storage facilities of the plant were remodeled last summer. Allis-Chalmers machinery will be used thruout the plant.

Greeley, Neb.—After being mgr. of the Farmers Elvtr. Co. for a few days, B. H. Cronin suffered an attack of appendicitis and was forced to stay at home. The old mgr., Tom Green, fortunately was still in town and took his place.

Scottsbluff, Neb.—A. C. White, mgr. for the Ferguson Elvtr. Co., which has leased its holdings here to the Foster Grain Co., of Lincoln, has resigned and will make an extended visit in Pueblo, Colo., but will return to the company in time for the harvest run. The Foster Grain Co. is managed here by M. Preuitt.

Elsie, Neb.—We are not installing a truck dump as reported but may do so in time for the next crop movement. Our new office is of brick and is 10x12 ft. with a 10-ton truck scale installed. The J. W. Vette Grain Co. has also installed a truck scale and it is reported that they contemplate tearing down the present house and building a new and up-to-date house this spring.—R. R. Savage, mgr., Equity Merc. Exchange.

OMAHA LETTER.

A permit to sell \$61,000 worth of stock has been granted to the Adam-Reitz Grain Co.

J. W. Shorthill, for the past 9 years sec'y of the Nebraska Farmers Grain Dealers Ass'n, has resigned and E. P. Hubbard will succeed him. Mr. Hubbard's home is in Juaniata. Mr. Shorthill has also resigned as sec'y of the National Council.

The Corn Derivatives Co. has bot the Metz Bros. brewery property from A. P. Turkey & Son, and will immediately equip the plant for the manufacture of corn sugar, glucose, corn oil, corn gluten feed, and many other by-products, including corn meal. The plant is valued at \$500,000 and much more will be spent in alterations. Among those interested are W. T. Graham, Harry A. Turkey, W. E. Foshier, and the Metz Bros., of this city, with Paul W. Allen, of Cortland, N. Y., and J. P. Norton, of Tulsa, Okla.

I have disposed of the Beal Commission Co. to the Albers Commission Co. I want to thank all my old friends for the pleasant business relations that we have had for the past number of years. There is an old saying, "Once a grain man, always one," and it is most likely that I will be more or less active with you again, but believe that I am entitled to at least a year's vacation. Myself and A. J. Pasewalk will be here to satisfactorily settle up all business that is now on our books. Any shipments that are now in transit for our account will be taken care of just the same as though we were continuing in the business.—J. Rudolph Beal, pres. Beal Commission Co.

NEW ENGLAND

Beverly, Mass.—A. Dodge & Sons, grain dealers, have gone into the milling business also.

Sterling, Mass.—The J. Cushing Co., of Fitchburg, has bot the grain business of the Mitchell Sawyer Co. here.

Ossipee Valley, N. H.—The J. B. Cover Co., composed of Frank G. Cover of Lowell and Chas. M. Albrecht, of Boston, have bot the grain business here of Frank S. Lord. Mr. Albrecht will be mgr. here.

Middletown, Conn.—The Coles Co. will build a new warehouse and grain elvtr. on a recently acquired site.

Boston, Mass.—Bell-Mitchell Co. incorporated; capital stock, \$25,000; incorporators and officers, Abram R. Bell, pres.; Chas. W. Mitchell, treas.

Bridgeport, Conn.—We are unable to figure the exact loss in our recent fire. We will rebuild for storage purposes only.—Vincent Bros. Co.

Hartford, Conn.—The office of the New York Feed & Grain Co. was recently entered by burglars, who attempted to open the safe with an axe. After smashing the tumblers on the combination the burglars gave up the job and left. There was \$500 in the safe.

Roxbury, Mass.—David K. Reed, for many years in the grain business in Boston, operating as David K. Reed & Son, died at his home here, Jan. 18 at the age of 8. The firm was organized in 1881 and had offices in the old Chamber of Commerce Bldg. He retired from active business some time ago, but was a daily visitor on 'change until his last illness. He was a member of the old Corn Exchange which preceded the present Chamber of Commerce, and also of the present exchange.

NEW YORK

Geneseo, N. Y.—The milling plant of Tomkins, Keynon & Tomkins burned with a loss of \$75,000 Jan. 22. The loss on the machinery of the mill and elvtr. amounts to \$50,000. The fire started in a hot box in the mill and spread rapidly. The loss is partly covered by insurance.

New York, N. Y.—The long drawn out suit brot by the J. Rosenbaum Grain Co. against Jay Youngblood has been settled for \$1,000 altho the original amount was \$1,500, including interest. Some time ago Jay Youngblood, whose firm was alleged to be bankrupt, advertised that he was ready to pay his indebtedness with two exceptions which he did not feel were due the money. The J. Rosenbaum Grain Co., not being one of these firms, presented its bill and was flatly refused payment, whereupon suit was started with the above results.

BUFFALO LETTER.

Buffalo, N. Y.—A proposal of a \$10,000,000 bond issue to cover the cost of the erection of 3 elvtrs. at Oswego, New York City and here, has been brot before the state legislature. Part of the money is to be used for the establishment for permanent barge canal terminals at Hudson River points.

The Frontier Elvtr. & Mill Co., the Great Lakes Transit Co., and the Washburn-Crosby Co. have been made defendants in a suit brot by Catherine Cummings for \$25,000 for the death of her husband, who was a scooper and was killed when hit on the head by a power shovel in the hold of a steamer while handling grain.

Since Sept. 11 we have been operating under the name of George E. Pierce, Inc., a corporation over a year old, but never in active operation until that date. Recently it has been decided to increase the capitalization of this company and plans for this are well under way. The changes in the capital of the incorporated company have been provided for and within the next ten days will be in active operation. I believe, in this, also it is for the best interests of my creditors not to disturb present plans as they insure my creditors payment in full at one hundred cents on the dollar. Back of this incorporated company will be placed every dollar of the assets in my old business that I am able to conserve, with all of the good will and knowledge of my business, to which have been added an import and export connection of great value.—Geo. E. Pierce.

NEW MEXICO

New Clovis, N. M.—The Clovis Mill & Elvtr. Co. has filed amendments to its articles of incorporation making its capital stock \$250,000 fully subscribed, with \$25,000 preferred stock.

NORTH DAKOTA

Des Lacs, N. D.—The Farmers Co-op. Elvtr. Co. is considering the installation of a mill at this point.

Harlow, N. D.—The elvtr. of the Woodworth Elvtr. Co. has been closed since before Christmas.—Ing. Iverson, agt. Osborn McMillan Elvtr. Co.

McGregor, N. D.—The Farmers Elvtr. Co. has been installing new machinery in its elvtr., including a cleaner.

Manfred, N. D.—The elvtr. of the Manfred Co-op. Grain Co. will be overhauled this summer and an office built.

Kloten, N. D.—I have been reinstated as mgr. for the Farmers Grain Co. after 8 months of army life.—Tom O. Homme.

Williston, N. D.—Supporters of the Non-partisan League are agitating the establishment of a state mill and elvtr. here.

Oriska, N. D.—All 3 of the elvtrs. here are equipped with electric power. Our former mgr., G. H. Bruns, has engaged in the grain business on his own account in Elliott, N. D. J. A. J. Leopold is mgr. for us now.—Farmers Elvtr. Co.

Elliott, N. D.—A. G. Bemmels of Lisbon and G. H. Bruns, of Oriska, have bot the elvtr. of the Andrews Grain Co. and will operate it as the Bemmels-Bruns Co. with G. H. Bruns as mgr. Improvements will be made in the elvtr. this summer.—Farmers Grain Co.

Deisem, N. D.—The elvtr. of the Deisem Farmers Elvtr. Co. is the one that is being moved from here to Franklin (Nortonville p. o.). It is slow work. The Cargill house is closed and we are the only operators here now.—Ray Rodman, mgr., Equity Elvtr. & Trading Co.

Forbes, N. D.—Our concrete 50,000-bu. elvtr. has been completed by the Hickok Const. Co. We have 20 bins, and a car unloading sink, car pulley, two elvtr. legs, Burrell Steel Manlift, Fairbanks 10-ton Auto Dump Scale, Richardson Automatic Scale in cupola, Sprout-Waldron Attrition Mill, Richardson Oat Separator, grain cleaner and flax cleaner, all driven by electric motors with Link Belt Silent Chain Drives. George Hassinger, who has been with the Plana Farmers Elvtr. Co., at Plana, and with the Ellendale Equity at Ellendale, N. D., is the new manager.—Forbes Equity Exchange.

OHIO

Washington, O.—Farmers have formed a co-op. company here.

Medina, O.—The Medina Farmers Exchange Co. has doubled its capital stock, making it \$50,000.

Avery, O.—I am no longer in the grain business.—B. F. Turner, formerly mgr. Avery Elvtr. & Grain Co.

North Fairfield, O.—The Farmers Elvtr. Co. has equipped its new elvtr. with a Hall Signaling Distributor.

Upper Sandusky, O.—We have moved our engine into a new brick engine house with a steel roof.—W. C. Mote, mgr., U. S. Commission Co.

Troy, O.—We bot the elvtr. of the Allen & Wheeler Co. last June and succeeded them in July.—C. W. Cline, mgr. Troy Grain & Supply Co.

Marion, O.—Marion Grain & Supply Co. incorporated; capital stock \$150,000; incorporators W. E. Maultz, Chas. E. Achaad, Depew Head and others.

Lockwood, O.—The Gleaners Clearing House Ass'n of Michigan has bot the elvtr. at this station. The only elvtr. listed here is that of C. A. Walcott.

Hicksville, O.—We will reinforce our elvtr. this season and will change our stock company to a co-operative one.—H. Grover, mgr., Hicksville Grain Co.

West Jefferson, O.—We are not going to build as reported but may do some remodeling on the elvtr. we recently bot of M. A. Silver.—Teegardin & Swisher.

Columbus, O.—Mail addressed to W. F. Morgan, who was recently reported as engaging in the grain brokerage business in this city, has been returned "unclaimed."

Bloomville, O.—The recently incorporated firm of Dellinger & Sons Co. will deal only in hay and stocks and will not handle grain.—Sneath-Cunningham Co., per W. H. Fike.

Piqua, O.—We will remodel our elvtr. and will install a new blower to load cars, clutches, etc. We will also build a seed and feed warehouse.—E. D. Fristoe, Fristoe Grain Co.

Continental, O.—Wm. H. Kelly, former agt. for the Morrison & Thompson Co., which sold its elvtr. to the Continental Equity Elvtr. Co., is now with the latter company.

Bryan, O.—Farmers Co-op. Grain & Supply Co. has doubled its capital stock, now \$50,000.

Payne, O.—We sold our elvtr. and holdings here to Brady Bros. of this city but still own and operate our elvtrs. at Edgerton, Ind., and Oakwood, O.—Union Grain & Coal Co.

West Salem, O.—We purchased the elvtr. of the Wm. Salen Co. last spring and have just increased capital stock to \$50,000.—Fred Fishburn, mgr., West Salem Equity Exchange Co.

Cook, O.—We will start tearing down our present elvtr. within the next 30 days and will build a new house on the site. We installed a 15-ton truck scale in our new office.—Howard M. Clark, mgr., C. H. Clark Grain Co.

Horton (R. 2, West Mansfield p. o.), O.—R. W. Hertenstein has bot my elvtr. here and will operate it as the Horton Elvtr. Co., Mr. Hertenstein being mgr. I have moved onto a farm near Bellefontaine.—O. W. Carahoof.

Cincinnati, O.—When the Early & Daniels Co. received 10 cars of oats, 2 cars of corn, one of wheat and one of salt in a wet and damaged condition they filed suit against the Big 4 Rty. Co. and Director General Hines for \$3,837.88.

Delphos, O.—We have bot the elvtr. of the Landeck Elvtr. Co. and will call the house the Landeck Elvtr. We will remodel the elvtr. and install a combined cleaner and corn sheller, also electric power in place of gas.—Henry Luersman & Sons, prop. Landeck Elvtr., R. F. D. No. 5.

Toledo, O.—Ben Hofner has succeeded J. G. Steuer as mgr. for Simons Day & Co. at this market. Mr. Steuer has resigned and will engage in business on his own account. Mr. Hofner has been telegraph operator for Hulburd, Warren & Chandler for some time and previous to that was connected with the local office of E. W. Wagner & Co.

Payne, O.—We have bot the elvtr. of the Union Grain & Coal Co., paying \$25,000 for the elvtr., mill and coal sheds. We formerly owned the elvtr. here now operated by the Equity Exchange Co., and are not a new firm in the business, as we now have elvtrs. located at Payne, Paulding, Worthington and Batson, O., and Townley, Ind. Since the old Findlay, Ft. Wayne & Western Railroad has been abandoned, we have been operating our Batson elvtr. with trucks, loading direct into cars at Payne, which proved to be unsatisfactory. For this reason and on account of our large real estate holdings it became necessary to make other arrangements, which resulted in the purchasing of the other company's interests here.—Brady Bros.

CLEVELAND LETTER.

Robt. Batson, grain sampler of the Grain & Hay Exchange, recently sprained his wrist rather badly while cranking a Ford.

Cleveland, O.—H. W. Bell, for many years foreman and weighmaster of the Union Elvtr. Co., has resigned and will accept another position of the same kind at Norwalk.

Cleveland, O.—At the annual meeting of the Grain & Hay Exchange of Chamber of Commerce, held Jan. 13, the following were elected for 1920 and the following com'ites have been appointed by the president for the year: H. W. Robinson, pres.; F. N. Watkins, vice-pres.; F. W. Blazy, treas.; F. R. Sowers, sec'y; directors, E. I. Bailey, C. R. Moody, C. W. Fairchild, A. A. Kemper. Com'ites: Rules—C. C. Watkins, E. N. Fairchild, Frank Cain. Arbitration—George Schmitt, E. I. Bailey, F. W. Blazy. Legislation—J. G. Monfort, Earnest Hart, W. C. Seaman. Membership admission—H. M. Strauss, A. G. Oatman, Harry O'Donnell. Inspection and weighing—F. E. Watkins, C. G. Clark, F. W. Blazy. Quotations—A. A. Kemper, A. W. Clark, C. G. Clark.—F. R. Sowers, sec'y.

CINCINNATI LETTER.

Ralph Brown of the Bureau of Markets has resigned.

The yearly dues of the Chamber of Commerce have been raised from \$40 to \$60 per year.

Harry O'Donnell and C. W. Fairchilds have been admitted to membership in the Chamber of Commerce.

C. S. Custer, popular with his acquaintances on 'change, has been "off duty" for some time on account of a sick spell.

The Miami Grain & Hay Co. is a new firm at this market. It has applied for membership in the Grain & Hay Exchange. Earl Root is mgr. and C. S. Emerick and L. C. Neil are props.

OKLAHOMA

Watonga, Okla.—Smith Cunningham is the new mgr. of the Watonga Grain Co.

Hammon, Okla.—Duval Guy has bot the elvtr. of the Maney Export Co. here and will operate it on his own account.

Snyder, Okla.—We have organized our company and operate as the Snyder Co-operative Ass'n.—G. D. Thompson, mgr.

Frederick, Okla.—We will build a new 50,000-bu. elvtr. as soon as we get a site that pleases us.—E. O. Billingslea Grain Co.

Ames, Okla.—Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, Thos. Waters, D. W. Moyers and C. D. Hall.

Hennessey, Okla.—Farmers Elvtr. & Co-operative Ass'n incorporated; capital stock, \$50,000; incorporators, Jos. Franks, N. L. Brown and Henry Ludwig.

Madill, Okla.—John Woody, senior partner of the firm of Woody-McClelland Grain & Elvtr. Co., is now sole owner of the business, having bot out his partners.

Kingfisher, Okla.—I have just bot the Baughman Elvtr., which I leased last year, and I will now go into the grain business on my own account.—M. E. Pennington.

Dacoma, Okla.—The Farmers Grain & Lumber Co. and the Farmers Milling Co. have been consolidated and will take out a new charter with a capital stock of \$30,000.

Buffalo, Okla.—W. R. Johnson and Harry Marshall, mgr., Farmers Gr., L. S. and Co-op. Merc. Ass'n, of Coldwater, Kans., are seeking a site in this city to build an elvtr.

Cordell, Okla.—Herman Lorenz, formerly with the Maney Export Co. at Hammon, has bot an interest in Geis & Price and after Mar. 1 the firm will operate as Lorenz & Price.

Oklahoma City, Okla.—Harry Stover, for many years with the Kansas Flour Mills Co. at Hutchinson, Kan., is now mgr. of the grain dept. of the Oklahoma City Mill & Elvtr. Co.

Binger, Okla.—We have installed a new engine and the whole plant has been overhauled and is in splendid running order.—Chas. Wilson, mgr. Wilson & Co., successors to the Binger Grain Co.

Gaylord Switch (Elmwood p. o.), Okla.—O. A. Cook and I have formed a partnership and have opened a grain business here, using bins and a portable elvtr. We will build an elvtr. in the spring.—A. L. Clarke, Taylor Merc. & Grn. Co.

Oklahoma City, Okla.—The plant of the Hardeman King Co. was damaged to the amount of \$100,000 when fire started in the office during the noon hour when all of the employees went out of the building and left a gas stove burning in the room.

Clinton, Okla.—The elvtrs. taken over by C. G. Welch when he recently bot the Maney Bros. interests include those at Cambridge, Sentinel, Werning, Arapaho, Stafford, McClure, Hammon, Herring, Strong City and this city. The mill and elvtr. here are being remodeled and will be used as a clearing house for the other plants.

La Verne, Okla.—The Nelson Grain Co., of Clinton, and Roy Frymire have bot the elvtrs. here and at May, of O. W. Hutchinson. The grain in the elvtrs. was included in the deal. Both houses will be managed by Mr. Frymire and will be operated as the Nelson Grain Co. C. O. Townsend will continue as local mgr. at May.

Oklahoma City, Okla.—We have ceased making new contracts preparatory to getting our past business cleaned up with a view to dissolving our corporation just as soon as all outstanding business is adjusted. Mr. Marshall, who is pres. of our corporation, will open up under the trade name of Marshall Grain Co. and will operate in our present location in the Grain Exchange Bldg. He will absorb the business of the Marshall-Jacobson Grain Co. and will pay legitimate claims or receive any balance due us. Mr. Marshall is well known to the grain trade, having started in the grain business at Watonga, Okla., in 1908, as a member of the firm of Marshall Bros., later opening up at Oklahoma City under the trade name of Marshall Grain Co., and in February he was chosen pres. of our corporation. P. L. Jacobson, who is sec'y and treas. of our corporation, is well and favorably known to the grain trade and millers. Mr. Jacobson will open under the trade name of Jacobson Grain Co., with offices in the Grain Exchange also.—Marshall-Jacobson Grain Co.

Chickasha, Okla.—F. E. Moore, pres. of the Moore Grain Co., has moved to California and will make his home there.

OREGON

Pilot Rock, Ore.—P. G. Kester is now mgr. of the Pilot Rock Elvtr. Co.

Portland, Ore.—The Pacific Grain Co. has increased its capital stock to \$1,500,000.

Eugene, Ore.—The Grangers Union Warehouse Ass'n is now in possession of the feed mill and warehouse of the Starr & Warneck Co.

PENNSYLVANIA

PHILADELPHIA LETTER.

The Atlantic Seed Co. has applied for membership in the Commercial exchange.

Edward J. Cook, formerly supt. of the Girard Point Elvtr. of the Penna. Ry. Co., is now with Taylor & Bournique Co. as ass't mgr. of the company's office here.

The Board of Directors of the Commercial Exchange was reorganized at its first meeting after the annual election and the following are the new members of the various com'ites: Grain, Wm. B. Stites; Arbitration, Thos. W. Ruggie; Appeals, Frank Richards.

For the last 5 years I have handled the foreign business of Shane Bros. & Wilson and recently having the opportunity, I have associated myself with Mr. Dietrich, operating as the Atlantic Seaboard Flour Mills Co. V. C. Satham is ass't mgr.—J. W. Craig, mgr.

C. Herbert Bell was re-elected pres. of the Commercial Exchange, Jan. 27, as was Horace Kolb, vice-pres., and E. H. Price, treas. Roy I. Miller is the only new man elected to the directorship, the re-elected members being Robt. Morris, Samuel L. McKnight, Geo. M. Richardson, Frank M. Rosekrans and Geo. M. Warren. A buffet luncheon was served to the members while the ballots were being taken. Pres. Bell emphasized the need of better grain shipping facilities for this port and suggested that the terminal elvtr. proposition be given every support, in his speech after luncheon.

SOUTH DAKOTA

Clark, S. D.—J. W. Hubbard is my ass't here.—V. A. Anderson.

Nisland, S. D.—The elvtr. of the Tri-state Milling Co. is now in operation.

Mission Hill, S. D.—S. R. Gaston, of Sioux City, Ia., has bot the elvtr. of the Western Terminal Elvtr. Co.

Humboldt, S. D.—The Farmers Elvtr. Co. has bot a house for its mgr., J. W. Straup, who will move in at once.

Meckling, S. D.—The Farmers Unity Co. is figuring on buying an elvtr. here.—Robert Orr, mgr., Steel Bros. & Orr.

Avon, S. D.—We will repair our elvtr. recently bot from F. L. Smith.—A. G. Macy, Farmers Co-operative Elvtr. Co.

Spottswood (Bonilla p. o.), S. D.—The new elvtr. of the Farmers Elvtr. Co. is now in operation. Oral Williams is mgr.

Kadoka, S. D.—We have just finished our new elvtr. and opened it for business.—Allen J. Spaur, mgr. Kadoka Equity Union.

Winner, S. D.—We have installed a grain cleaner, auto dump and feed grinder in our elvtr. here.—W. Kositzky, Rosebud Grain Co.

Plana, S. D.—Geo. Hussinger has resigned as mgr. for the Farmers Elvtr. Co. and will be mgr. for the Forbes Equity Exchange at Forbes, N. D.

Raymond, S. D.—The Raymond Co-op. Co. has built a new flour and feed house and new coal sheds. It has also installed auto scales, and manlift.

Plumb (Lesterville p. o.), S. D.—The Plumb Grain & Stock Co. incorporated; capital stock \$25,000; S. Haase, John Neth and W. G. Huisman, incorporators.

Emery, S. D.—The Farmers Co-operative Elvtr. Co. organized with a capital stock of \$100,000. A new elvtr. will be built as soon as a location can be secured.

Selby, S. D.—We have installed a 7½-h.p. motor in our elvtr. and a new 10-in. cup belt, thereby increasing our capacity 50%.—Robt. Abel, agt., Victoria Elvtr. Co.

Frankfort, S. D.—I have built a new 25,000-bu. elvtr. and have installed a 10-ton Trapp Scale, and all the latest improvements. The T. E. Ibberson Co. did the work.—Ed Lindgren.

Colome, S. D.—We are installing a 15-h.p. motor to replace our gas engine in our elvtr. here and have an auto dump to install as soon as the weather permits.—W. Kositzky, Rosebud Grain Co., Winner.

Hazleton Siding (Meckling p. o.), S. D.—The elvtr. of Steele, Simmons & Steele Bros. has been completed and the \$60,000 alfalfa mill will be done about May 1.—Robert Orr, mgr., Steele Bros. & Orr, Meckling.

Miller, S. D.—Geo. P. Sexauer & Son will install a truck dump in their elvtr. as will the Farmers Equity Union. We will enlarge our driveway, put in a new pan, raise the elvtr. 10 ft. and build 5 new coal bins.—F. W. Blackmore, agt., C. W. VanDusen Elvtr. Co.

Chancellor, S. D.—The Farmers Co-op. Co., which recently bot the elvtr. of F. J. Meier, have let contract for the remodeling of the house and the installation of new machinery. Work will be started about Apr. 1. We will install a Trapp Dump about the same time.—W. H. Raker, agt. A. A. Truax Elvtr. Co.

Sioux Falls, S. D.—The 20 or more grain firms now at this market have organized the Sioux Falls Grain Exchange and have applied for a state charter. A weighing and inspection dept. and a traffic bureau are among the many things planned by the exchange. Some of those interested are S. A. Burke, W. R. Paul, Fred Payne, Gordan Cashman, and E. A. Tongate.

SOUTHEAST

Front Royal, Va.—Hitch Downing is mgr. of our company and C. L. Melton, sec'y.—Warren Farmers Co-operative Union.

Selma, Ala.—Geo. M. Callen contemplates building a mixed feed plant in addition to his wholesale grain and seed business.

Dublin, Ga.—The plant of the Oconee Grain & Milling Co. burned recently with a loss of \$15,000, partially covered by insurance.

Mobile, Ala.—The Turner-Young Grain Co. incorporated; capital stock, \$50,000; incorporators and officers: J. T. Turner, treas. and pres., and Hardaway Young, sec'y.

Uniontown, Ala.—There is a splendid opportunity for the right party to erect a feed plant at this point. Ample buildings can be had and the feeding materials are practically all grown in this territory.—W. H. Taylor.

Columbia, S. C.—The grain elvtr. we have under construction will have a capacity of 50,000 bus. and is of concrete construction. It is the only one of its kind in this section. We will also install a 150-bbl. mill.—E. F. Lucas, pres. Adlun Milling Co.

MONTGOMERY, ALA., LETTER.

Plans are about completed for the erection of our reinforced concrete elevator and mixed feed plant.—Capitol Grain & Feed Co.

R. M. Voorhees of the Chicago Feed & Fertilizer Co. plans to build a branch plant in Alabama. Montgomery is the likely location.—A. M. J.

The W. F. Covington Manufacturing Co. is withdrawing from the corn shelling and corn meal grinding business and placed the plant on the market.

S. T. Shank, brokerage firm, has moved to Commerce St. and will be known as Shank & Copeland in the future. H. C. Copeland, Jr., is now associated with the firm.

A new grocery and grain jobbing house has just been incorporated with a capital stock of \$100,000, of which \$85,000 is paid up stock. The style of the firm will be The Davis Grocery Co.

Chas. E. Mitchell & Co. recently suffered the loss of their warehouse by fire. The loss of \$15,000 was completely covered by insurance. The building will be remodeled and ready for business within one month.

TENNESSEE

Nashville, Tenn.—The Nashville Warehouse & Elvtr. Co. was reported on fire at 1 a. m. and resulted in a loss of about \$250. At 2 p. m. another fire was discovered and this time the loss was around \$100. The blazes both started in the drying room and only prompt action saved the plant.

Ringgold, Tenn.—S. D. Durrett was a heavy loser in the recent floods around Little West Fork Creek. The water rose to the height of 7 ft. in the mill and elvtr. About 1,000 bus. of wheat, 200 of corn, 150 bbls. of flour as well as quantities of meal and feedstuffs were practically ruined. The loss will probably reach \$10,000.

MEMPHIS LETTER.

E. E. Luibel is an applicant for membership in the Board of Trade.

Mrs. W. A. Robinson, mother of Charles G. Robinson, died Jan. 27 at the age of 79. Mr. Robinson is a member of the Scruggs-Robinson Co.

E. R. Gardner has been reappointed as chief grain and hay inspector of this market and James B. McGinnis will continue as freight traffic commissioner.

J. M. Williams, the oldest active grain and hay dealer in the local trade here, died recently after being ill only a day or two. He was a confederate war veteran and was 75 years old.

Louis E. Davenport has applied for membership in the Grain & Hay Exchange. He is now engaged in the grain, hay and flour brokerage business on his own account. He was for the past year with the Southern Feed Co. and prior to that with John Wade & Son.

TEXAS

Jacksboro, Tex.—I am mgr. for the Jacksboro Mill & Elvtr. here.—W. N. Thompson.

Houston, Tex.—The Saint Grain Co. will build a 3-story grain warehouse to cost \$8,000.

Floydada, Tex.—The West Texas Grain Co., of Plainview, will build a 25,000-bu. elvtr. at this point.

Fall City, Tex.—Farmers Warehouse Co., incorporated by L. B. Drink, Leon Kalser, and J. L. Boulder.

Waxahachie, Tex.—S. C. Watson has bot the mill and elvtr. of B. R. Moffett and has leased it to the Thomas Grain Co.

Byers, Tex.—The Erwin Mill & Elvtr. Co. has bot the mill and elvtr. of the Parlin Elvtr. & Mill Co. and will build an addition.

Vernon, Tex.—The Kell Milling Co. is planning to improve its plant here this spring and may put up additional concrete storage.

Plainview, Tex.—The B. C. Ayers Grain Co. has succeeded the Hall & Ayers Grain Co., the change being in the corporate name only.

Fort Worth, Tex.—Y. L. Culp is now associated with the Blewett Grain Co. He was formerly a lieutenant of the 90th division.

Sour Lake, Tex.—The Hull Grain Co. will be incorporated with a capital stock of \$15,000. A new 100x30 ft. warehouse will be built. S. B. Hindman is mgr.

Port Arthur, Texas.—Elbert E. Sailes, formerly Supt. of Elvtr. "A" of the Canal & Docks Co. here, is now with the Texas Star Flour Mills, at Galveston.

Gorman, Tex.—Geo. R. Caldwell, formerly in the grain business at Alex, will engage in the same business here with J. F. Ball, of Chickasha. He will manage the business himself.

Plainview, Tex.—The Harvest Queen Mills will add a 225,000-bu. storage and head house to its mill here. The Burrell Eng. & Const. Co. has the contract and work will start at once.

White Deer, Tex.—We completed our elvtr. some time ago. It has a capacity of 30,000 bu. and is equipped with oat cleaner, wheat scouter and other machinery.—E. H. Grimes, pres., Farmers Mill & Elvtr. Co.

Troy, Tex.—We have some warehouses on track here but no elvtr. We will not, however, sell them as we are going to retain them for future use. We are only temporarily out of the grain business, perhaps for one or two seasons, but not for long.—Maedgen Grain Co.

Houston, Tex.—The Houston Milling & Elvtr. Co. has let contract to the Burrell Engineering & Constr. Co. for a new plant. The mill will be 52x136 ft., 8 stories high. Capacity 3,000 bbls. Concrete tanks will provide 500,000-bu. storage. It is to cost \$600,000. Work will begin at once.

Cisco, Tex.—The reports that J. N. McConnell is pres. of the Cisco Grain Co. are in error. H. J. Bradfish is pres. and sole owner of the company, with headquarters at Weatherford. He recently bot the plant here and will spend \$2,500 in improvements, putting up a new concrete and tile building.

Kingsmill (Ecla p. o.), Tex.—We have bot the elvtr. of the West Texas Grain Co. at this station and will enlarge the house to 20,000-bu. capacity. We expect to put in cleaners, graders and oat clipper. Our company has been recently incorporated and has a capital stock of \$10,000.—J. D. Hines, mgr., Ecla Grain Co.

Greenville, Tex.—The Denny Grain Co., which recently bot the elvtr. of the Weathers Grain Co., has taken over the company's business. D. E. Denny is prop. and T. S. Kelly is associated with him, handling the carload shipments of grain, alfalfa, etc. Mr. Denny will give his attention to the wholesale side of the business. Later on we will manufacture our own chops and meal. Mr. Kelly was formerly with the North Texas Hay & Grain Co., of Dallas.—Denny Grain Co.

UTAH

Brigham City, Utah.—T. H. Blackburn and A. W. Valentine have been elected directors of the Brigham City Roller Mills Co., to replace I. H. Jensen, resigned, and H. S. Larsen, deceased.

Ogden, Utah.—The concrete roof of the new feed mill of the Globe Grain & Elvtr. Co. has been completed and with the elvtr. and feed warehouse form 3 units of the company's big plant now ready for business. Work on the 4th unit, the power plant, will be rushed, the foundations are already in and it will not take long to complete it. No plans have been made for the mill which will form the last unit.

WASHINGTON

Chehalis, Wash.—The Chehalis Grain Co. will build a large grain warehouse.

Davenport, Wash.—The plant of the Big Bend Milling Co., containing 35,000 bus. of wheat, burned at 3:30 a. m., Jan. 27; loss \$200,000 with insurance of \$150,000.

Spokane, Wash.—The offices of the Idaho Bean & Elvtr. Co. will be enlarged to take care of the company's increased business. With headquarters here, the company operate at Kendrick, Troy, Lenore, and Peck, Ida.

Spokane, Wash.—Chas. H. Potter, pres. of the Empire Milling Co., died suddenly Jan. 21. He was engaged in the grain, feed and flour business in Detroit, Mich., prior to 1883, but for the last 37 years had made this city his home.

Winlock, Wash.—The Farmers Merc. Co. is negotiating for the purchase of the big grain warehouse of A. Johnson and will use it for grain and feed storage. It is 100x150 ft. with an entrance on either side. Matt Tarkio is the mgr. of the mercantile company which has just increased its capital stock to \$25,000.

WISCONSIN

Marshall, Wis.—Frank Klienschmidt, of Deanville, has bot the elvtr. of Edw. Jewett.

Tomah, Wis.—The Tomah Equity Ass'n will either build or buy an elvtr. and warehouse.

Oakfield, Wis.—C. H. Parduhn has succeeded N. J. Marx as mgr. of the Oakfield Elvtr. Co.

Boscobel, Wis.—O. Knutrock has bot the interest of his partner, Jacob Scott, in Scott & Knutrock.

Marshall, Wis.—Frank Kleinschmidt, of Deansville, has bot the elvtr. of Edward Jewett at this point.

Avoca, Wis.—I have sold my mill and elvtr. warehouse to my son, Stanley J. Martell.—J. H. Martell.

Superior, Wis.—Ray J. Nye has been re-appointed a member of the State Grain and Warehouse Commission, for 3 years.

Lemira, Wis.—The Farmers Equity Society recently bot the elvtr. of Louis Jagon here.—Farmers Elvtr. Co., J. S. Stuart, mgr.

Forest Junction, Wis.—The Huebner Bros. Co. has installed additional motors in its plant and will operate by electricity in future.

Boyceville, Wis.—Mail addressed to Wright & Heinsohn, said to be about to build an elvtr. at this station, has been returned as "undelivered."

Elmwood, Wis.—We will build a 20,000-bu. Preston Vitrified Tile Elvtr. this spring and will equip it with a Fairbanks Automatic Dump Scale. C. D. Lane is our sec'y-treas.—Farmers Elvtr. & Impl. Co.

MILWAUKEE LETTER.

Walter C. Kopplin is now with the Taylor & Bournique Co. in the consignment dept.

New members elected to membership in the Chamber of Commerce are: Sidney M. Smith, Harold H. Tearse, and Cyrus C. Lewis. The following memberships were transferred: Harold E. Tweeden, Arthur J. G. Illian, Peter W. Wolf, Walter S. Droppers.

Arthur G. Kneisler has resigned as vice-pres. of the J. Armstrong Co. and is no longer connected with the company.

WYOMING

Cheyenne, Wyo.—The Farmers Elvtr. Co. has bot the lumber and coal sheds of the Wyoming Lbr. & Coal Co. here and will wreck them, putting up a large implement warehouse on the site.

B. E. CLEMENT, Pres. Texas Grain Dealers Ass'n, has been appointed as a member of Arbitration Com'te No. 4 of the Grain Dealers National Ass'n. W. T. Hale, Jr., Nashville, and G. E. Patteson of Memphis are the other members of this com'te.

THE FRENCH GOVERNMENT proposes to increase the price of wheat flour from 43 to 75 francs per 220 lbs. This will mean an increase in the price of bread of from 55 to 90 centimes per kilo to take effect in February, 1921. There are ample supplies of wheat and flour in France to last until the end of June, 1920, and negotiations are under way to secure supplies from Bulgaria, Roumania and South Russia to last until the end of August, according to information given by the Minister of Food to the Budget Com'te of the Chamber of Deputies.

VICTORIA'S wheat crop is estimated by the Australian railway authorities at 13,578,134 bus.; compared with the harvest of 25,239,871 bus. in the season 1918-19. This is 46.17% decrease, while the yield per acre has decreased from 9.62 to 5.62 bus. The unfavorable weather this season is the reason for the decrease. On account of the drought it is expected that a larger per cent of the crop will be cut for hay than was cut last season. The railways estimated the 1918-19 crop at 24,596,673 bus. while the actual yield was 23,239,871 bus., according to trade Commissioner A. W. Ferring, Melbourne, Australia.

MILCH COWS in the United States Jan. 1 broke all records in numbers; but horses have been diminishing in numbers since 1918. Milch cows have increased about 272,000 head, or 1.2 per cent during the year; mules increased 41,000 head, or 0.8 per cent; "other" cattle decreased 700,000 head, or 1.6 per cent; horses decreased 373,000 head, or 1.7 per cent; sheep decreased 251,000 head, or 0.5 per cent, and swine decreased 1,675,000 head, or 2.2 per cent. The estimated number of animals on farms and ranges Jan. 1 are 21,109,000 horses, 4,995,000 mules, 23,747,000 milch cows, 44,385,000 "other" cattle, 48,615,000 sheep, and 72,909,000 hogs. The total of all animals is 215,760,000, which is 2,686,000 head, or 1.2 per cent, less than a year ago.

Tile Elevator at Grand Island, Neb.

Salt glazed vitrified tile is a hard, impervious clay product that is proof against all weathers, the advantages of which as a material for elevator construction has appealed to many country elevator operators among whom is the Farmers Educational and Co-operative Union of Grand Island, Neb.

This plant, as shown in the engraving herewith, is as near fireproof as engineering ability can make it. It is equipped with steel legs, steel spouting, four bushel Richardson Automatic Shipping Scale, ten-ton type P Fairbanks Auto Truck Scale, a Trapp Combination Wagon and Truck Dump, pivoted steel sash with wire glass, a No. 3 Cleaner, and is arranged to accommodate a power shovel. There has been absolutely no wood used in the construction of this plant, except the driveway floors. All material other than hollow tile is reinforced concrete.

This plant has a capacity of 40,000 bushels and comprises three large cylindrical tanks, surmounted by a square cupola, with the driveway adjoining the tanks and the office building, also of tile, next the driveway.

Horse Ass'n of America Fully Organized.

The Horse Ass'n of America, a non-profit corporation organized under the laws of Illinois, is now an accomplished fact. The organization is backed by horse breeders representing all breeds of horses, by the saddlery and harness interests, by the horseshoe manufacturers and master horseshoers, by the hay, grain and feed interests, and by the carriage and wagon builders of America. The purposes of the Ass'n as set forth in its charter are to aid, and encourage, the breeding, rearing, and use of horses. The primary aim of the organization will be to bring prominently before the public and all transportation users the great part which the horse plays in agriculture, commerce and transportation, to emphasize the important part the horse occupies in pleasure, and to work ceaselessly for the improvement and upbuilding to higher standards of our existing types of horses.

The officers of the new Ass'n are men whose business experience and standing in their respective lines of industry will give the public confidence in the organization.

The pres. is W. S. Dunham, Wayne, Ill., a breeder of horses. One of the directors is M. C. Peters, Omaha, Neb.

George S. Bridge, treas., is a member of the firm of Bridge & Leonard, members of the Chicago Board of Trade, leading cash grain commission merchants in Chicago today.

Membership in the new ass'n will be \$5 per share, and individuals, firms, or corporations may subscribe for as many shares as they desire. The initial payment of \$5 per share also pays the first year's dues; subsequent dues are \$5 per year per share. The funds drawn from the different industries and sources will be used to carry out the purposes of the Ass'n which have already been outlined above.

Parties desiring to become members of the Horse Ass'n of America and to become identified in the support of its work should make application to Wayne Dinsmore, Sec'y of the Horse Ass'n of America, Union Stock Yards, Chicago, Ill.

THE GERMAN GOVERNMENT is encouraging the production of cereals and potatoes by increasing the prices paid to the producers. They assign a certain quota to each farmer to produce and give him a premium if he raises that much. Even those that produce 70% of their quota are receiving substantial premiums. The actual prices paid are not known, but the retail price of flour has recently been increased 46½ marks per 220 lbs.



Tile Elevator at Grand Island, Neb.

Supply Trade

ALEXANDER, ILL.—I am no longer engaged in the elevator construction business.—J. F. Scheferkort.

CHICAGO, ILL.—Hess Driers have been ordered by the U. S. Railroad Administration for the new C. B. & Q. Elevator at Kansas City. Also by the Quaker Oats Co. for its new feed and grain plant at Memphis, Tenn.

OMAHA, NEBR.—What is said to be the largest single order for auto truck dumps ever placed was given the Trapp-Gohr-Donovan Co., Feb. 3, by the Blackwell Milling & Elevator Co., of Blackwell, Okla. The order is for twenty-one dumps.

BOSTON, MASS.—The words "Carton" and "Cartonna" have been registered by the Carton Belting Co. as trademarks No. 121,656 and No. 121,657 respectively, to be used on stitched woven belting. Both the words are written with a large "C," which has the lower part extended the length of the word.

CHICAGO, ILL.—One of the country's oldest corporations, Fairbanks, Morse & Co., which was founded in 1858, has decided to change from a closed to an open corporation. For the first time in its history outside capital has been taken into the business and employees have been given the opportunity to purchase stock.

CHICAGO, ILL.—Geo. J. Noth, western manager for Sprout-Waldron & Co., has been very ill with the influenza and other complications for the past two weeks. Mr. Noth's many friends in the trade will be pleased to learn that he is rapidly improving, and that he will be able to resume his duties within the next fortnight.

KANSAS CITY, MO.—The Jones-Hettelsater Const. Co. has recently organized, with headquarters in this city, to design and build grain elevators and flour mills. The firm is composed of E. N. Jones, for the past ten years connected with the Burrell Engineering Co., and A. R. Hettelsater, who as a sales engineer and purchasing agent, has been associated with mill and elevator building for the past six years.

WE PRIDE ourselves on our Democracy and yet, in some respects, we are far behind some of the nations we would criticize for lack of it. We are the only nation that does not have a working clause in our patents. By this we mean that every civilized nation that I know of, except ours, requires the owner of a patent to put it to use or else compels him to license the use to others.—Huston Thompson of the Federal Trade Commission before Inter-Mountain Farmers' Ass'n.

NEW YORK, N. Y.—We have been accustomed to feel that our home market was the sole consideration of our manufacturers; hence the manufacturing element in this country has always favored a high protective tariff. During the war many of our industries have increased their capacities to where they can more than supply the normal home trade and they are looking abroad for markets. The high premium on our dollar more than offsets the tariff; hence the foreign manufacturers can send goods here more advantageously than they can sell them at home, while the same premium on the dollar practically prohibits our manufacturers from selling abroad when there is any sort of competition from countries whose exchange is lower. The fluctuations in exchange also introduce a speculative factor which compels us to put on a larger percentage of profit to offset any change in exchange which may occur between the booking of an order and its delivery.—A. C. Pearson of the Dry Goods Economist.

Now is the time to strengthen the foundations of your business with properly planned advertising.—Class.

WASHINGTON, D. C.—Before the Federal Trade Commission formal complaint has been made against a manufacturer of spark plugs and his distributing agent, alleging the use of unfair advertising. The respondents are charged with making assertions in catalogs, trade journals, magazines, etc., of such a nature as to discredit competitors' goods and mislead and deceive the trade and general public.

OMAHA, NEB.—Trapp Dumping Systems have been installed in the following elevators: Reiner Smith Grain Co., Holyoke, Colo.; Colorado Mfg. & Elvtr. Co., Dodge City, Kansas; Quaker Oats Co., Alta, Havlock, Meriden, Neola and Washta, Ia.; Meyer-Tschetter Co., Emery and Dalton, S. D.; Shanard Elvtr. Co., Bridgewater, Yale and Freeman, S. D.; G. Heckenlible, Bridgewater, S. D.; D. Rongust, Emery, S. D.; Turner Grain Co. and the Viborg Grain Co., Viborg, S. D.; Security Flour Mills Co., Abilene, Kan.; Robinson-Hunt Grain Co., Colo. Springs, Colo.; Farmers Federation, Cherokee, Okla.; Crowell Bros., Alva, Okla.; Inter Mountain Milling Co., Malad, Idaho; Lyons Milling Co., Lyons, Kan.; and the Farmers Co-Op. Ass'n, Alva, Okla.

ENGLISH BARLEY reached the highest price known in 70 years when malting barley recently sold at \$2.97 per bushel in Driffield, according to the American consul at Hull.

SNAKES eat the rodents that destroy thousands of dollars' worth of grain annually. One small snake will eat from three to five of the troublesome mice in a week. A bill is to be introduced in the New York and New Jersey legislatures designed to protect harmless snakes which are reducing the cost of living, according to Dr. A. S. Williams, founder of the Reptile Study Society of America.

Big Howl Against Car Order.

"Because of the imperative necessity of providing greater movement of bulk grain, the grain loading railroads serving the grain producing states have been given instructions to give preference and priority to the furnishing of box cars for bulk grain loading from Feb. 8 to Feb. 18 inclusive, after providing for the loading of less than carload merchandise, print paper, wood pulp and sugar. This means that to the extent necessary to fill requirements all available box car equipment suitable for use in the handling of these commodities will be confined to this one class of traffic.

is the order by the Railroad Administration that upset manufacturers, builders and merchants generally in the central states.

The Chicago Building Material Exchange and the Illinois Manufacturers Ass'n have protested that the order will throw out of employment 150,000 workers at Chicago alone.

The traffic manager of the Corn Products Refining Co. said: "We need sixty-five cars a week to ship our products from the Argo plant. Unless we get these cars we cannot keep our plant going. We have no place to store our product and we don't intend to keep on making stuff and setting it out in the open to spoil. I do not think the embargo will deprive us of the right to use 'roughs' or box cars which are not tight enough to use in shipping bulk grain. However, there are not anywhere near enough of those cars to fill the demand."

Country grain shippers who have not been able to turn a wheel for two weeks at a stretch because the factories and the Grain Corporation were monopolizing the cars have small sympathy for the loud objectors who for the first time are learning what it means to be without shipping facilities.

The states in which the order applies are Illinois, Minnesota, Montana, Missouri, Iowa, North Dakota, South Dakota, Nebraska, Oklahoma, Colorado, Wisconsin, Kansas, Arkansas and Texas.

J. ROSENBAUM GRAIN CO.

Importers and Exporters
Private Wire
CHICAGO

Ellis Driers

The Ellis Portable Drier is the most popular designed machine ever built by this company. It is sturdy, compact, and a regular little glutton for the hardest kind of work. No expense has been spared to make this machine the best of its kind regardless of price. Our catalog No. 26 is descriptive of this apparatus and we will be glad to mail same on request.

Grain Driers Rotary Driers

The Ellis Drier Co.

332 So. La Salle Street
CHICAGO, U. S. A.

Clark's Wagon Load Grain Tables

(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 55 cents, postage 4 cents.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

CHICAGO, ILL.

Give Your Ad a Chance to
MAKE GOOD

Run it in the
GRAIN DEALERS JOURNAL

Seeds

LEXINGTON, KY.—W. B. Nelson has retired from the seed business.

JACKSONVILLE, FLA.—The Southern Seedsmen's Ass'n will meet here June 7 to 9.

HARTFORD, CONN.—W. Frank Jones of Cadwell & Jones, died recently at St. Petersburg, Fla.

ASHEVILLE, N. C.—There is no surplus of clover, timothy or orchard grass planted here.—Asheville Seed Co.

MANITOWOC, WIS.—The Madson Seed Co. of this city intends opening an office in Minneapolis in the spring.

ARDMORE, OKLA.—Carl Russell and Walter Lindsay have incorporated the Russell Seed Co., with \$1,000 capital stock.

CLEVELAND, O.—R. Walton and others have incorporated the Cleveland Seed & Supply Co., with \$25,000 capital stock.

COLUMBUS, WIS.—H. A. Lueders, for many years in the seed and feed business with his son in this city, passed away on Feb. 3.

INDIANAPOLIS, IND.—Dawson & Co. have succeeded the Southern Seed Co., and the capital stock has been increased from \$25,000 to \$75,000.

TORONTO, ONT.—F. Hardacre and A. Cairns, recently returned from overseas, have taken up their old position with Geo. Keith & Sons, seed merchants.—B.

WAVERLY, ILL.—We will probably build a new seed house during the coming year to handle the seed corn and seed business.—Fred C. Deatherage.

WAPAKONETA, O.—The Ohio Seed Co. has been organized with a capital of \$25,000 by L. H. Gangeman, H. O. Kuck, E. Wierswille, H. H. Kohlman and Edward Kuck.

MEMPHIS, TENN.—The Chickasaw Seed Co. has been incorporated by R. E. McCaughn, W. C. Drummord, F. S. Millington and L. M. McCaughn. The capital stock is \$15,000.

CANADIAN SEED wheat at the rate of 10 to 20 cars per day is being shipped from Calgary, Alta., into Montana in American equipment; 500,000 bus. have been sold so far.

BINGHAMTON, N. Y.—The words "Early Wonder" have been registered by Horace E. Conklin as his trademark No. 115,801, for use on seed corn, grass seeds and field seeds.

TORONTO, ONT.—H. V. Hyrons has been appointed general sales manager of the Carter Tested Seeds Co. Prior to this appointment he was in charge of their retail store. H. Swain is now in charge.—B.

The Dominion Seed Branch with laboratories at Ottawa, Winnipeg and Calgary reported over 35,000 seed tests for the year ending June 30. The growth of seed testing in Canada is indicated from the fact that only 5,775 samples were reported in 1909. Only ten samples are tested free of charge for any farmer or seed merchant during the season. Over this number the service is charged for at cost.—B.

Seed Movement in January.

Receipts and shipments of grass seed to and from the principal markets during December, compared with December, 1919, were as follows:

	FLAXSEED.		Shipments	
	1920.	1919.	1920.	1919.
Chicago, bus.	200,000	131,000	.....	.....
TIMOTHY.				
Chicago, lbs.	2,383,000	1,578,000	2,913,000	1,659,000
New York, bags	.....	.....	1,093	.....
Toledo, bags	5,378	3,590	4,463	2,767
CLOVER.				
Chicago, lbs.	2,154,000	1,974,000	1,695,000	984,000
New York, bags	.....	.....	728	.....
Toledo, bags	7,766	4,094	7,367	8,084

MILWAUKEE, WIS.—The word "Rainbo" has been registered by Kellogg Seed Co. as its trademark No. 124,219 for use on field and grass seeds. The letters "R" and "O" are twice the size of the letters "ainb," which have three lines under them.

WASHINGTON, IA.—The picture of Washington in a small circle inside a larger circle in which the words Washington Quality Seed are printed has been registered by Armin Bruns as his trademark No. 119,262, for use on field, garden and flower seeds. No claim is made for the words "Quality Seed."

CANADA imported seeds to a value of \$2,605,312 in 1919, as compared with \$2,262,119 in 1918 and \$1,503,212 in 1917. The export of Canadian flax seed was \$1,173,680 bushels in 1919, valued at \$5,553,792, as compared with 2,088,366 bushels in 1918 at \$7,908,519, 6,374,974 bushels in 1917 at \$18,884,844.—B.

TOLEDO, O.—A fire in the Toledo Terminal Warehouse damaged 16,000 bus. of timothy seed. With timothy quoted at a high price per bushel this is a considerable loss. The seed was owned by two Toledo firms. The Churchill Grain & Seed Co. at Toledo salvaged the seed for the insurance company.

FARGO, N. D.—The Interstate Grain & Seed Co. operating in this city and at Moorhead has recently purchased the Moore Bldg. in Fargo, which will equip as a seed cleaning plant, after the present occupants vacate on July 1. The building is four stories high, located on the right of way of the Northern Pacific and has excellent loading and unloading facilities. The Moorhead offices and warehouse are to be retained.

OTTAWA, ONT.—Consideration is being given by the Dominion trade commissioner to the problem of supplying seed oats to farmers in districts where the crop was last season partial or total failure. Possibly 400,000 bushels of seed oats may be required in Ontario and Quebec, and a much larger quantity in southern Alberta and Saskatchewan. The Canadian government seed purchasing commission has already substantial supplies in store in the interior terminal elevators and large quantities of good quality early-harvested oats are still to come forward.—B.

PORTLAND, ORE.—More than 200 acres of the 400 now being cleared of sage brush and juniper trees on the land recently purchased near Bend, Ore., by the Deschutes Valley Seed Co. will be ready to receive seed early this spring. Work on clearing is being rushed. Of the 400 acres, one-half will go into potatoes for seed and the other half into grain. The Deschutes Valley Seed Co. was formed recently with a capitalization of \$50,000, with George L. Burt, one of the biggest potato buyers on the Pacific Coast; W. H. Blair, of Canby; G. S. Reid, of Portland; S. D. Mustard, of Powell Butte, and Guy V. Dobson, a Redmond banker, as principal stockholders.—C.

FREIGHT RATES on seeds are affected by the cancellation of the Illinois Classification and the substitution thereof of the Official and Western Classifications, effective about Feb. 15. Between Chicago and points in Southeastern Illinois territory there will be substituted the Official Classification ratings, rules, descriptions and minimum weights and the Central Territory scale of class rates. These rates are published in Tariff No. 256, issued by Agent W. J. Kelly, Chicago. Southeastern Illinois territory embraces points on, south and east of the line of the A. T. & S. F. Ry. from Chicago, thru Joliet and Streator, to Pekin, the east bank of the Illinois River to its confluence with the Mississippi River at or near Grafton, thence via the east bank of the Mississippi River to East St. Louis, including St. Louis, Mo. Between Chicago and points in Southeastern Illinois territory the Central Territory 5th Class rates will apply on hay, straw and seeds, in carloads, giving material increases over the present rates.

ALFALFA SEED will hold its viability even after a long period of years, says W. P. Headen in the Proceedings Colo. Scientific Society, 1919. He says that good, sound clean alfalfa seed, kept under fair but not ideal conditions, will retain its vitality for 23.5 years without any perceptible abatement. Good, commercial seed, preserved under rather disadvantageous conditions, retained a fair degree of vitality, 46 per cent, for 27.5 years while very inferior seed, third quality screenings, kept under rather indifferent conditions, contained 16.5 per cent of viable seeds when 22.5 years old.

TOLEDO, O.—Clover has hesitated. Natural lull after the storm. What will the demand be? Aeroplane prices will restrict the demand in some sections. Eastern farmers are not as prosperous as their western brethren and will be more inclined to economize. Some seed still arriving from Europe on old purchases. Foreign exchange still declining but it is getting late to make fresh purchases. Our railroads are in bad shape. Buyers should place their orders early and allow for delays in transit. Later on they may have to ship by express to insure prompt delivery. Winter started early. We may have an early spring. Stocks at terminal markets are small but short crops sometimes have long tails. Accept fair profits. Present prices certainly discount a great deal.—C. A. King & Co.

TOLEDO, O.—Clover seed didn't worry about the flurry in foreign exchange, stocks and grains. Led an independent life. Prices somewhat easier, due to profit taking. January demand was unequaled and the good demand expected to continue. Large Central States dealers take position demand will keep prices at high levels. U. S. is on an importing basis. Over 65,000 sacks, equal to about 95,000 bags, imported thus far this season. Foreigners like the American dollar on the present basis and may be expected to continue to unload all they can. U. S. shortage and small stocks create a vacancy to fill, so that no material break is expected even with probability of good receipts of European seed. If prices should decline materially, good deal of buying support expected from removal of hedges placed by large holders.—Southworth & Co.

IMPORTS of seeds during January were as follows: Alfalfa 2,392,400 lbs., bluegrass 41,200 lbs., brome grass 52,100 lbs., alsike 617,100 lbs., crimson clover 278,700 lbs., red clover 2,855,900 lbs., white clover 32,800 lbs., mixture of timothy and alsike clover 13,500 lbs., fescue 800 lbs., Hungarian millet 8,800 lbs., orchard grass 423,500 lbs., rape 1,346,400 lbs., English rye grass 561,100 lbs., Italian rye grass 204,700 lbs., timothy 1,300 lbs., and hairy vetch 154,200 lbs.; compared with imports of seeds during January, 1919: Alfalfa 300 lbs., bluegrass 58,100 lbs., alsike, 603,100 lbs., red clover 200 lbs., mixture of alsike and timothy 36,500 lbs., Hungarian millet 111,100 lbs., rape 83,100 lbs., English rye grass 94,100 lbs., Italian rye grass 100,700 lbs., timothy 14,000 lbs., hairy vetch 1,500 lbs., and spring vetch 70,200 lbs., as reported by the Dept. of Agriculture.

TOLEDO, O.—Clover seed is in a waiting mood. Waiting for the spring trade to start. Prices didn't stand still, however. Range wide enough to suit anybody unless you grab the wrong end. High prices beget erratic markets. They all hit the groove together most of the time. We've talked about the different factors all fall and winter. Now we are on the eve of confirmation. Everybody became convinced America would have another short crop. Could not determine, however, how short. We'll soon know because nobody will be fool enough to carry his spot stuff into another crop. Some will get left trying for the last cent, but the wise ones will let go from the start of the movement. Means an early movement in our opinion. Takes

erve to make new commitments at this level. Toledo stocks are light, but that does not mean other markets are bare. Our market changes reflect the stocks outside as well as here, also some changes in sentiment. Latter a big factor in everything. Imports a big factor. Total figures to date show they have not been small. No doubt this seed is beginning to arrive in the western markets. Quite a number of samples being received here from western people indicate this. This seed is bound to come in competition with our domestic goods.—J. F. Zahm & Co.

From the Seed Trade.

OMAHA, NEB.—This is not much of a seed producing territory. There is little alsike and blue grass grown around here. Our investigations lead us to believe that there will be more seed grown this year than within the last few years, as the farmers will not raise so much grain. There are a few small lots of clover seed in the country and the crop of alfalfa seed was about 10% of the normal crop this year. We do not expect to have much American grown alfalfa seed to supply our trade in the next two or three months.—T. Oxley, The Nebraska Seed Co., Omaha, Neb.

WEST BRANCH, MICH.—The average yield of mammoth red clover seed in Ogemaw county in 1919 was about 1½ bu. per acre; alsike about 2 bus. per acre. Medium red was destroyed by grasshoppers. No timothy or alfalfa seed produced here last season. Since 1915 there has been a marked and continuous decrease in the acreage of all clovers in this part of Michigan. The acreage will be still further reduced in 1920. The acreage of beans was also greatly reduced in 1919. The acreage of field peas was slightly increased. The acreage of vetch was increased about 50%.—Edw. E. Evans.

Autocracy of Officeholders.

So complex and so manifold have business activities become that governments are everywhere building up huge political machines in order to maintain and to increase the points of contact between government and business. There are countless inspections, reports, taxes, all of which require an army of public functionaries.

The constant temptation under such circumstances is for those who administer the government to lose sight of the fundamental and controlling principles of Anglo-Saxon liberty and to regard these government functions as ends in themselves, to be indefinitely multiplied and extended. The unchecked development of such a tendency would in time completely alter the American form of government and revolutionize American business.

It is perfectly easy, by following such a course as outlined, to transform a democracy into an autocracy of officeholders and inspectors. Nominally this autocracy would represent and carry out the wish of the people, but actually it would be a tyranny of an officeholding class.

In the United States, partly because of recent rapid developments in public policy, and partly because of the division of authority between the national and the state governments, the multiplication of public functionaries has gone on apace, and the question as to what is or should be the proper relation between business and public policy is everywhere being asked.

We have at the present time a federal trade commission appointed pursuant to the provisions of a statute which might easily be so administered as to do great good. The federal trade commission has, however, utterly misconstrued its proper functions and has preferred to persecute business rather than to protect and develop it. The cheaply won ap-

plause which is sure to follow the violent denunciation of somebody or something for an alleged wrong has been preferred to the much more solid and lasting approval of an intelligent people that would follow upon constructive acts which should indicate how the business of the country might be better and more wisely developed.—From an Address by Nicholas Butler, Pres. of Columbia University.

Washington Grain Growers, Shippers and Millers Meet.

At the meeting of the Washington State Grain Growers, Shippers and Millers Ass'n at Pullman Jan. 22 the following were elected as officers: Pres., Harry E. Goldsworthy, Rosalia; Vice pres. Representative Roy Jones, Colfax; sec'y, Prof. E. G. Schafer, Washington State College, and as members of the executive com'tee R. V. Peringer, Belmont; Robt. McCroskey, Garfield; Walter Gray and Gaston Levy, Spokane.

Prof. P. O. Kraeger in a talk predicted that one-third of the future generation would be farmers and urged a system of credits that will enable the young farmer to own the land he farms to get away from the present tendency of a renter class and a landlord class.

Farmer S. H. Breeze, Pullman, urged the farmers to raise cattle on their grain farms to utilize their waste products.

The convention unanimously endorsed the plans of the seed growers ass'ns to improve seeds thru official inspections and laboratory analysis.

This is the fourteenth annual convention of this organization and was the most successful one yet held according to the sec'y E. G. Schafer.

A CAR OF WHEAT weighing 122,200 lbs., containing over 2,036 bus. was recently received by the W. S. Nicholson Grain Co. at Kansas City, Mo.

HESS DRIERS

meet every requirement of the grain and milling trade. They have kept in the lead in the matters of economy, efficiency and convenience, and no other maker can excel us in the way of prompt and careful service. We carry large supplies of apparatus and material, and a corps of skilled workers is always on duty.

The Bucket Tester and Funnel



The Bucket Tester

for bushel weight and dockage, are part of our complete line of grain testing apparatus, which includes Brown-Duvel Moisture Testers, Torsion Four-purpose Scales, Boerner Samplers, etc. We keep a large stock ready for instant delivery.



The Funnel for filling the Bucket Tester

HESS WARMING & VENTILATING CO.

907 TACOMA BLDG., CHICAGO, ILL.

Have You Had Our FREE STROKER, With Grain Grades Tabulated? Ask for One

Supreme Court Decisions

Measure of Damages for Failure to Deliver Wheat.—Refusal on part of a seller to deliver wheat pursuant to contract entitles the buyer to recover the difference between the contract price and the market price at the time of breach.—*Farmers Grain & Supply Co. v. Lemley*. Supreme Court of Washington. 178 Pac. 640.

Furnishing Cars.—Railroad's contract with shipper as to furnishing of cars for interstate shipment, where not provided for by any tariff filed by the railroad, was void, under Interstate Commerce Act, §§ 1 (b), 3, 6 (a) and (g), being U. S. Comp. St. §§ 8563, 8565, 8569, and cannot be made the basis of a claim for damages.—*Saitta & Jones v. Pennsylvania R. Co.* Supreme Court of New York. 179 N. Y. Supp. 471.

Origin of Fire for Jury.—In an action for loss of a warehouse by fire, evidence which by a process of exclusion of all other probable causes of the fire, together with the evidence tending to show with a reasonable degree of certainty that the sparks from an antiquated locomotive set fire to the building, being sufficient to warrant a jury in returning a verdict for plaintiff, was sufficient to take the case to the jury.—*L. & G. Ins. Co. v. K. & S. E. R. Co.* Supreme Court of Mississippi. 83 South. 305.

Foreign Corporation's Right to Enforce Change Contract.—General Corporation Law, § 15, denying foreign stock corporation doing business in the state right to sue on a contract made in the state prior to procuring a certificate, is controlling, notwithstanding performance of the contract by such corporation through a domestic corporation, a cotton exchange, of which both parties are members, according to its rules and regulations.—*National Cotton & Grain Co. v. Middleton*. Supreme Court of New York. 179 N. Y. Supp. 312.

Action Against Telegraf Co. for Negligence.—Act. Cong. June 18, 1910, placing telegraph companies under the supervision of the Interstate Commerce Commission, does not supersede the jurisdiction of the state courts in any case where the decision does not involve the determination of matters calling for the exercise by the commission of administrative discretion, and therefore does not prevent an action against a telegraph company for negligence in transmission of messages.—*W. U. Tel. Co. v. Hanlin*. Appellate Court of Indiana. 125 N. E. 45.

Liability for Telegraf Error.—A receiver of a telegram may recover against the telegraf company where it is shown to have been guilty of gross negligence in transmitting a message. Telegraf company's mistake in transmitting a message, by changing the word "five" in a statement of selling price to "four," held not gross negligence, so that liability to the sendee, under the terms of the contract for transmission, was limited to the cost of sending the un-repeated message.—*New York Fruit Market v. W. U. Tel. Co.* Supreme Court of New York. 179 N. Y. Supp. 483.

Right to Sue for Cancellation of Right of Way Lease.—A Washington corporation, which maintained a warehouse in the city of Seattle, cannot maintain a suit against an interstate carrier and those engaged in interstate commerce allowed by the carrier to erect warehouses on portions of its right of way, to cancel such leases or privileges, on the ground that they were granted in violation of the Interstate Commerce Act; the damage being too remote for legal redress.—*Fireproof Storage Co. v. Hines*, Director General. U. S. Court, Washington. 261 Fed. 215.

Assumption of Risk by Grain Tank Sweeper.—A grain tank sweeper ordered to clean a tank with the assurance of his superintendent that it was so nearly empty as to be safe had the right to assume that the superintendent had inspected it and that it was reasonably safe. Evidence that it was a custom of defendant's grain tank sweepers to take off the rope used for the purpose of getting up and down was competent for the purpose of showing whether deceased, engulfed by grain, was negligent in removing the rope from his body after reaching the bottom of the tank.—*White's Admr. v. Kentucky Public Elevator Co.* Court of Appeals of Kentucky. 216 S. W. 837.

Consignee Liable for Undercharges.—It was unlawful for a carrier to charge or for a consignee to pay any less than the lawful rate published pursuant to Act June 29, 1906, § 2 (U. S. Comp. St. § 8569); neither rebates, concessions, or other deviations from such approved and published tariff rates being allowed, in view of Act. Feb. 19, 1903 (U. S. Comp. St. §§ 8597-8599). A consignee of an interstate shipment is charged with knowledge of the legal published tariff rates, and that rates fixed in a schedule of rates filed and published under acts of Congress are the only lawful rates; all persons being charged with knowledge of the law. Where the consignor has agreed to deliver goods to the consignee f. o. b. at the place of destination, and the consignee has paid freight rates for the carriage of the same less than those fixed by law, the consignee is liable for the difference between the amount paid and the amount fixed by law, and it is immaterial that the consignor has become insolvent.—*Mobile & O. R. Co. v. Laclede Lumber Co.* St. Louis Court of Appeals, Missouri. 216 S. W. 798.

Settlement Is Binding.

Browne Grain Co., of McKinney, Tex., plaintiff, v. Doggett Grain Co., of Dallas, Tex., defendant, before the Arbitration Com'te of the Texas Grain Dealers Ass'n, composed of E. W. Crouch, A. P. Hughston and W. H. Killingsworth.

The evidence shows that there was a difference existing between the Doggett Grain Co. and the Browne Grain Co. on account of storm damage on a car of wheat in August, 1915, of something over \$400, which Browne Grain Co. declined to pay, claiming that it was not responsible on account of providential and other grounds.

However, the Browne Grain Co. had offered to compromise on the payment of \$150. The evidence further shows that when the storm damage case, known as the Pampa case, was decided by the Federal Circuit Court of Appeals at New Orleans, holding that the holder of the B/L was responsible for the loss, and the Doggett Grain Co. received a copy of this decision thru the Texas Grain Dealers Ass'n. It immediately called the Browne Grain Co. over the 'phone and accepted its offer to compromise on the payment of \$150, and had its agent call at McKinney and call at Browne Grain Co.'s office and get the check and cash it.

Later the Browne Grain Co. learned of the decision of the court and undertook to stop payment on the check, holding that an unfair advantage had been taken of it.

The com'te holds that this compromise settlement was made by agreement between the parties and they have no right or authority to go behind this agreement.

Therefore, we find for the defendant, the Doggett Grain Co., that it owes the Browne Grain Co. nothing on this account, and the secretary is instructed to return to Doggett Grain Co. its deposit fee.

CHAMBERS OF COMMERCE of the state of Sonora, Mexico, have petitioned the Mexican Sec'y of the Treasury requesting that he prohibit the exportation of corn, rice, garbanos and other native products. The petition states that there is no surplus of crops in Sonora.

Books Received

WHEAT HANDLING AND GRADING IN AMERICA, explains the methods and handling and harvesting grain in this country, tells about the construction of country and terminal elevators and of the methods of grading of grain. In conclusion it recommends the presentation of a bill to parliament for them to provide for the management of the grain elevators and for a system of grain grading in Australia.—By E. Harris, New South Wales Dept. of Agriculture, Sydney, Australia.

Railroad Claims.

By OWEN L. COON.

With the recent drop in the market it is well for the shipper to remember that if he had cars of grain in transit which were delayed and as a result did not sell for as much as if they had arrived on schedule time and before the break in the market, he has a valid claim against the railroad for the loss. Many shippers, I believe, particularly the small country shippers do not realize this fact. At least it is apparent from the nature of the claims and inquiries which I receive.

Under the Cummins Amendment the railroad is liable for the full actual loss for all the damage encountered while the grain is in its control. It is not now permitted to limit its liability and the courts have decided that loss sustained as the result of a decline in the market during the delay beyond a reasonable length of time in the movement of the car, is recoverable from the railroad.

Two kinds of loss can result from delayed shipments—loss resulting from a mere decline in the market without any change in the grade of the grain, such as mentioned above—or loss due to the grain getting out of condition and going off grade as the result of delay, with the price of the two grades remaining at the same level. In many cases a delayed movement results in a claim for loss involving both decline in the market and loss for decline in grade. Whenever such occurs, both elements of damage should be joined in a claim.

The railroads, as a general rule, refuse delay claims—or else insist on heavy compromises. But whenever a clear delay has arisen as compared with the normal movement of the car, and damage has occurred, the claim should be sued upon. For example, the Mount Pulaski Grain Co., of Mt. Pulaski, Ill., sustained a loss of \$319 on a car due to delayed movement and a decline in the market. The railroad refused payment of the claim, but suit was started upon it and already 50% has been offered in settlement by the legal department. Davis Bros. & Stevenson of La. Rose, Ill., had a somewhat different claim against the C. & A. which was refused outright by the claim department. The car in question had been loaded with new corn and the railroad accepted the shipment. Four trains on two successive days passed the car up, and as a result of the delay the grain went off-grade. Suit on the claim brought forth a reasonable settlement of the loss from the legal department, tho it had been declined outright by the claim department, and the legal department admitted that the claim should have been paid in the beginning. So do not take the decision of a claim department as final in delay claims, for if the delay and loss is clear it can be recovered if gone thru with in court.

New Toledo Grades of Rye.

The Toledo Produce Exchange has changed its grades of rye to correspond with those in effect at the seaboard. The new rules provide that

No. 1 rye shall be dry, sound, plump, sweet and well cleaned, and shall weigh not less than 56 pounds to the measured bushel, containing not over one per cent of other grain or foreign material.

No. 2 rye shall be dry, sound and contain not more than two per cent of other grain or foreign material, and weigh not less than 54 pounds to the measured bushel.

No. 3 rye shall include inferior rye not unsound, but from any other cause not good enough for No. 2, and weigh not less than 52 pounds to the measured bushel, and contain not over three per cent of other grain or foreign material.

No. 4 rye may be damp, musty or dirty, and weigh not less than 49 pounds to the measured bushel, and contain not over three per cent of other grain or foreign material.

Grain Carriers

THE GRAIN DOOR RECLAMATION & Coopers Buero will begin cooping cars and re-
maining grain doors on Mar. 1 at Sioux City,
Ia.

PARK BROS., of Columbia, Tenn., were de-
clered reparation by the Interstate Commerce
ommission on their complaint against the
, & N. for alleged unreasonable rates on
elled corn from Columbia, Aspen Hill and
ulaski, Tenn. to New Orleans.

LAWTON, OKLA.—A verdict in favor of the
awton Grain Co. against the C., R. I. & P.
or \$429.06 was returned by a jury in the
istrict court Jan. 27 on account of the delay
f a carload of wheat shipped in August, 1917,
rom Mountain View, Okla., to St. Louis.

THE RAILROAD LABOR of this country is so
rganized that it can at any given moment
top operations by rail in any section of this
and or thruout the country as a whole. And
hat does a strike of that character mean?
t would mean death from cold and starva-
ion. It would mean riot and bloodshed and
whatever else goes with the letting loose of
amished humanity. The Cummins bill pro-
hibits strikes upon the part of the men and
ockouts upon the part of the employer. If
his legislation means a railroad strike, with
r without sympathetic strikes, let it come.
f society cannot survive that contest it is not
orth preserving.—Chas. A. Prouty, director
f valuation of the Interstate Commerce Com-
mission.

THE DOMINION RAILWAY COMMISSION has
ssued an order calling for the utilization of a
ertain number of the freight cars available
ach week in Canada for the movement of
oarse grains, flax and wheat for domestic
onsumption from the head of the lakes.—B.

DEMURRAGE charges on cars held at recon-
signment point because of embargo at points
to which the reconsignment was ordered were
found to have been collected without tariff
authority and reparation was awarded by the
Interstate Commerce Commission recently to
Eugene A. Skilton, lumber dealer of Phila-
delphia.

THE GOVERNMENT continues making every
effort possible to ship the wheat they have
sold to mills and a few days ago tried to get
the elevator men at Chicago to agree to let
them have 100 per cent of the available empty
cars for wheat loading. If put thru this would
have effectually stifled the shipping business
and the elevator interests up to the present
time have not given their O. K. to the propo-
sition.—W. H. Perrine & Co.

E. MARVIN UNDERWOOD, general counsel of
the U. S. Railroad Administration, reports
that for 1919 for all railroads under Federal
control the number of unsettled claims on
hand had decreased from 806,707 on April 1,
1919, to 465,722 on Nov. 1, 1919, or a decrease
of 340,985 in seven months. During the same
period there were 2,439,692 of such claims
presented, and of these 2,780,677 were dis-
posed of. The number of unsettled loss and
damage claims more than four months old
also was reduced from 363,476 on April 1,
1919, to 148,683 on Nov. 1, 1919, or a reduc-
tion of 214,793 in seven months. In connec-
tion with fraudulent claims, Mr. Underwood
reported that the claims of 51 individuals,
firms and corporations have been investigated,
indictments have been secured in 5 cases, 29
are under further investigation, and 17 have
been found not to be fraudulent.

SUIT was filed in Cincinnati against Walker
D. Hines and the Big Four Railroad jointly
by the Early & Daniel Co., dealers in grain,
hay and feed in that city. They ask for \$3,-
837.88 because of the delivery by the railroad
of 10 cars of oats, two cars of corn, one car

of corn and one car of salt in a wet and dam-
aged condition.

RATES charged on shipments of wheat from
Cayce, Jordan and Moscow, Ky., to Kenton,
Tenn., were found unreasonable to the extent
that they exceeded the rates contemporane-
ously maintained to Trenton, Tenn. Reparation
was awarded by the Interstate Commerce
Commission recently in the case of the Model
Mill Co. against the Mobile & Ohio.

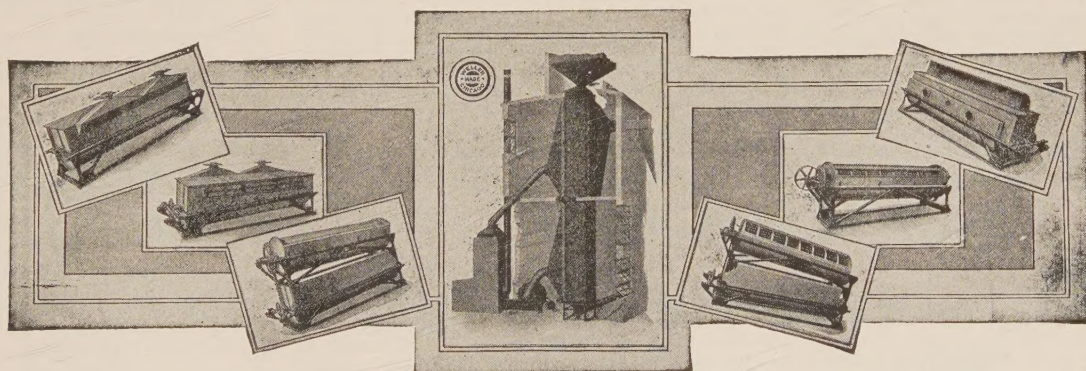
THE FORCE of men employed making repairs
to cars at Fostoria, O., was increased by the
railroad company the past year from 3 to 7
and the grain men were assured of a better
supply of cars fit for grain loading. This
hope proved in vain. For 23 days one grain
car stood on track waiting for repairs. All
of this additional time was not wasted, how-
ever, for some work was done during the 23
days on gondolas and stock cars.

Illinois Directors Meet.

The directors of the Illinois Grain Dealers
Ass'n at their annual midwinter meeting at
Chicago Jan. 26 instructed the Executive
Com'te to confer with its attorney, Wm Bach,
to bring the matter of railroad leases before
the state Public Utilities Commission, to get
results similar to those obtained by the Iowa
Board of Railroad Commissioners in reducing
exorbitant site rentals.

The Legislative Com'te was increased by
the addition of Lee G. Metcalf and E. M.
Wayne and instructed to confer with the
Farmers Grain Dealers Ass'n on amendments
to the state constitution affecting the grain
interests.

To co-operate with other ass'ns in recover-
ing the loss due to downward fixing of wheat
prices by the U. S. Government the pres. of
the Ass'n was directed to appoint a special
com'te of members to be selected by Lee G.
Metcalf, chairman.



Weller

Dryers and Coolers



The Weller Line of Dryers and Coolers

is as nearly perfect practically and scientifically as mod-
ern mill engineering combined with over thirty-five years
of experience in manufacturing mill and elevator machin-
ery can make it. There are a number of features and mod-
ern improvements that are embodied in our dryers and
coolers which make them far superior to anything on the
market today. All of our machines are built of heavy non-
corrosive steel and guaranteed to withstand the wear and
tear these machines are usually subject to.

For the Modern Operator

who is desirous of keeping in touch with the best types of
machinery and machines for his mill or elevator, we have
compiled a special booklet describing the machines we
manufacture. We will be pleased to send upon request to
anyone desiring information on the WELLER LINE a copy
of our Bulletin No. W-101. Any points regarding these ma-
chines not fully described in our booklet will be made clear
to you upon request, and if you have any special prob-
lems in drying grains or other materials, write us.

New York City
Philadelphia
Boston

WELLER MFG. CO.

CHICAGO

Baltimore
Pittsburgh
Salt Lake City

Patents Granted

1,330,031. Grain Door for Box-Cars. Chas. J. Phillips, Spencer, Ia. This is a door in a car having a side wall opening. Upright posts are at the sides of these openings. There are a number of door sections one over the other which have extending flanges over their horizontal edges. The door posts have recesses for the flanges to fit into, when the doors are pushed open. These flanges fit so that the sections of the door fit into one another.

1,329,985. Sack-holder. R. I. McNaughten, Minot, N. D. This sack-holder comprises a vertical standard, a cross bar provided with a depending flange having a tongue extending for frictional engagement with the standard, the end portions of the flange being cut and bent to provide rearwardly extending ears, a collar slidably connecting the cross bar with the standard, and a yoke extending across the cross bar and having depending end portions fitting into openings formed in the ears.

1,329,084. Portable Elevator. E. F. Thomas, Pampa, Tex. This device comprises a frame for supporting a motor truck in an inclined position. A pair of wheels supports each rear wheel of the truck. The frame of the elevator is at the lower end of the truck support. A shaft connects this frame with the wheels supporting the truck wheels. By means of a universal joint a driving connection is made between the shaft and the elevator, which gives means for raising the elevator.

1,328,819. Machine for Separating Wild Peas From Seed Wheat. C. W. Carter, Minneapolis, Minn. This is a machine comprising a series of pans arranged in independent groups. These pans contain the mixture of wheat and peas. A means is provided to tilt the pans which are arranged so that when the pans of one group are tilted, the seed will fall on to the pans of the other group. In this operation of tilting, the peas will roll down the surface of the pans while the wheat will remain temporarily.

1,329,703. Feeder for Corn-Shellers. L. Fisk, Bloomfield, Neb. The feeder is driven by the sheller itself. It comprises a conveyor belt which runs on gears. The belt has hooks that hold the corn on its way to the sheller proper. The corn then is deposited on a feeder made of a cylinder with two projections which moves it on to another feeder. This last feeder drops the corn into the sheller. The last mentioned feeder is run directly from the main drive shaft while the conveyor belt and other

feeder are run by end gears from the main drive shaft.

1,328,872. Corn Cleaner. J. W. Harris, Turberville, S. C. This machine is made up of a small horizontal shaft, connected to an inclined shaft, by a universal joint. The inclined shaft carries a rotary cylindrical screen into which is discharged a centrifugal fan. Another similar inclined shaft is below. The corn is discharged thru the first inclined shaft is sent into lower shaft. Here also is a centrifugal fan rigid with the sleeve and geared to a similar horizontal shaft as above. Receptacles at the bottom of the lower inclined shaft provide for the corn and the impurities taken therefrom.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. in Sup. 2 to 8625-A gives joint rates on grain and grain products from C. & E. I. stations to points in Ala., Ark., Fla., La., Miss., and Tenn., shown in tariff, effective Feb. 18.

E. B. Boyd, agent Western Freight Tariff Bureau in Sup. 25 to 1-N gives rules, regulations and exceptions to classifications which will take precedence over the classifications governing tariffs made subject therein, effective Feb. 29.

L. A. Lowrey, agent, issues Sup. 28 to 20-J giving local and joint terminal charges, rules and regulations from or to points in the Chicago district on outbound and in inbound freight traffic, also rules governing intermediate service on freight traffic passing thru the Chicago district, effective Jan. 27.

C. & E. I. in Sup. 13 to 8650 gives joint and proportional rates on grain, grain products and grain by-products, also cotton seed, cotton seed ashes and cotton seed hull bran from C. E. & I. stations to points in N. Y., O., Pa., W. Va., and the Dominion of Canada shown in the tariff as amended, effective Feb. 18.

A. T. & S. F., G. C. & S. F. and **K. S.** in Sup. 4 to 5588-K gives local, joint and proportional rates on grain and grain products, etc., between points in Kan., Colo., Mo., and Okla., also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective Feb. 28.

C. R. I. & P. in Sup. 3 to 28405-D gives local, joint and proportional rates on hay, straw and corn husks from stations in Ark., Colo., Kan., N. Mex., and Okla., also Joplin, Mo., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., Texarkana, Ark.-Tex., and other stations in Ark., Ala., La., Miss., Mo., and Okla., effective Jan. 26.

C. R. I. & P. in Sup. 11 to 29329-C gives local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale, Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, South Omaha, Neb., Sugar Creek, Mo., and stations in Ia., Kan., and Neb., on the C. R. I. & P., C. B. & Q., and the M. P. and stations in Ill., Ind., Ia., Minn., Mo., S. Dak., Wis., effective Feb. 29.

W. J. Kelly, agent of the Central Freight Tariff Bureau, in Sup. 3 to 245 gives local, joint and proportional rates on grain, grain products and by-products of grain from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., and Wis., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica, also to points taking same rates or arbitraries higher, as per eastbound basing tariffs and eastbound billing instructions, guide books referred to on pages 78 to 81 of tariff, as amended and as provided on pages 69 to 77 of tariff as amended, also basis for rates to Baltimore, New York, Philadelphia, etc., on export traffic, effective Feb. 20.

THE "GULF PORTS" magazine issued its initial number Jan. 1. It will chronicle the progress of the American merchant marine and the growth of ocean trade thru the ports of the Gulf of Mexico and the South Atlantic. The publisher is the well-known foreign freight brokerage house of J. H. W. Steele Co., New Orleans.

Insurance Notes.

AN EMPLOYEE who loses his life putting out a fire does not by thus going out of the scope of his usual work deprive his widow of workmen's compensation. A foreman of the Bell City Malleable Iron Co., checking over work during a Saturday half holiday, when leaving the plant, discovered one of the buildings burning. He immediately turned back, calling another employee to assist in extinguishing the fire. His body was found 4 days later in the basement of one of the destroyed buildings. Judge Eschweiler of the Supreme Court of Wisconsin said he did not believe that the Workmen's Compensation Act required that an employee should be penalized for the natural and commendable instinct of his part in performing the services without specific instructions from a superior, or voluntarily assuming responsibility in trying to save his employer's property.—174 N. W. Rep. 899.

Annual Report Tri-State Mutual.

The annual report of the Tri-State Mutual Grain Dealers Fire Insurance Co. of Luverne, Minn., for the year ending on Dec. 31, 1922, shows an increase in the amount of insurance in force during the year from \$4,102,789.00 to \$5,733,431 on Dec. 31, 1919.

The net fire losses during 1919 were \$10,201.22 compared with net losses in 1918 of \$11,421.06.

Assets on Dec. 31, 1919, included \$82,537.88 cash in banks; \$7,500 in Liberty Bonds; \$1,019.41 in premiums due; \$998.15 in accrued interest; \$27,036.47 in reinsurance reserve and a reserve fund of \$30,000, making the gross assets \$95,018.92 for 1919; compared with gross assets of Dec. 31, 1918, of \$55,901.14, which included \$78,564.12 cash in banks and \$5,000 in Liberty Bonds.

The income during 1919 was: premiums received \$109,399.66 and ledger assets Dec. 31, 1918, of \$84,304.59, with return premiums of \$12,822.71 and re-insurance paid \$26,943.72; interest on deposits in banks and government bonds \$148.08; adjustment account and Omaha Ry. loss in 1918, \$1,695.39; giving a total income on ledger accounts \$159,781.21; compared with total income in 1918 of \$126,594.72, which included ledger assets of Dec. 31, 1917, of \$55,448.74 and gross premiums for 1918 of \$78,947.55 of which there were return premiums of \$77,292.54 and re-insurance paid of \$22,246.35.

Disbursements for rent, advertising, stationery, postage, legal expense, furniture, taxes, salaries, etc., in 1919, amounted to \$8,542.55 while premiums and fire losses were \$60,181.44 making the total disbursements \$68,723.97. There was left a balance of \$91,057.24 and a 60% dividend returned to the policyholders, while in 1918 the total disbursements were \$42,290.13 and a balance of \$84,304.59.

Since the organization of the company in 1906 it has returned \$243,415.53 in premiums to its policyholders.

Grain Men Steal Cars.

On account of the acute shortage of cars the grain men have been driven to the extremity of stealing cars from one another.

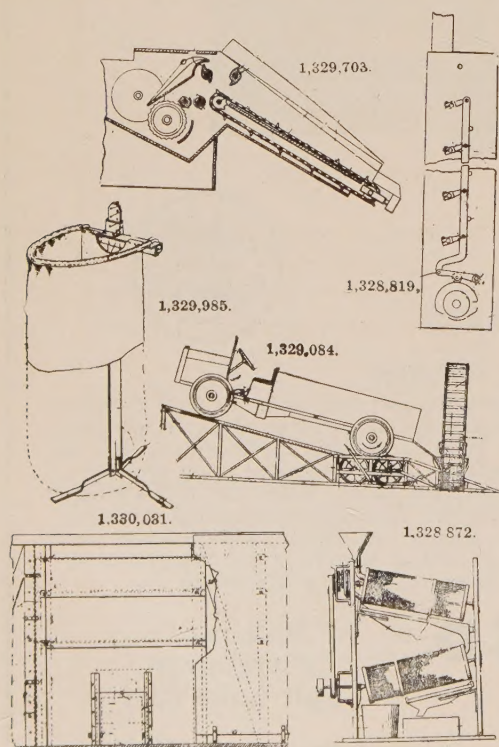
A warrant was recently issued for Earl Mountjoy, Dick Cochran and Andrew Robinson in the grain business at Tabor, Ill., charging them with the larceny of two cars from one of their competitors.

The C. C. & St. L. Railway, which serves this town put off three cars at Tabor, one of which was for the grain company operated by the men arrested while the other two were for C. Gambrel of the other grain company. The company assigned one car had crying need for more cars so loaded all in sight. Upon becoming acquainted with the circumstance Gambrel tried to dissuade the men from loading the cars assigned to him. Upon their refusal he went to Clinton and secured a warrant for their arrest.

Who is next?

Do you need any cars?

W. H. DORTON, recently pleaded not guilty when arraigned before the United States Commissioner at Salt Lake, charged with stealing a car of wheat at Galveston, Tex., belonging to the United States. He could not furnish the bail of \$2,000, so was taken back to jail.



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Another Case of Efficiency

"WITH reference to the efficiency of Link-Belt Silent Chain Drives:—the writer in 30 years' experience with all different types of drives—belting, cable, rope, spur gearing, etc., must say that the *Link-Belt Silent Chain Drive is absolutely the most efficient in any capacity of service.*"

This statement by Mr. O. J. Knoebel is based on the satisfactory performance of Link-Belt Silent Chain Drives in the Grain Elevators operated by their Company. Mr. Knoebel continues as follows:

"Have 6 Silent Chain Drives in our Elevator 'E' in Milwaukee, running from 8 to 10 hours each per day the last three years, and have had no upkeep expense on any of the drives outside of about 10 gallons of Chain Lubricating Oil, and a few hours' time adjustment by our millwright.

"At our Standard Elevator at Hammond, Ind., we replaced a spur gear drive on 75 H. P. motor with your Silent Chain Drive, for the following reasons:

"Spur gear drive was installed because same was a little cheaper,

ran for a very short time and gear flew to pieces and wrecked our 75 H. P. motor, which cost us \$300.00 to repair and three weeks' loss of time to replace.

"Since installing your Silent Chain Drive this motor was in constant use for 22 hours each day for the first five months, with about 80% load, and for the last 12 months has been in constant use from 8 to 12 hours each day. This Drive in 18 months' constant service has not caused us one minute's delay, and apparently shows but little wear, as we run same in an oil bath and dust-tight casing."

If you want satisfactory, efficient, reliable power transmission in your mill or factory, get in touch with Link-Belt Power Transmission Engineers.

The unrivaled record of efficient performance of Link-Belt Silent Chain Drives will convince you that you should use them on your important drives.

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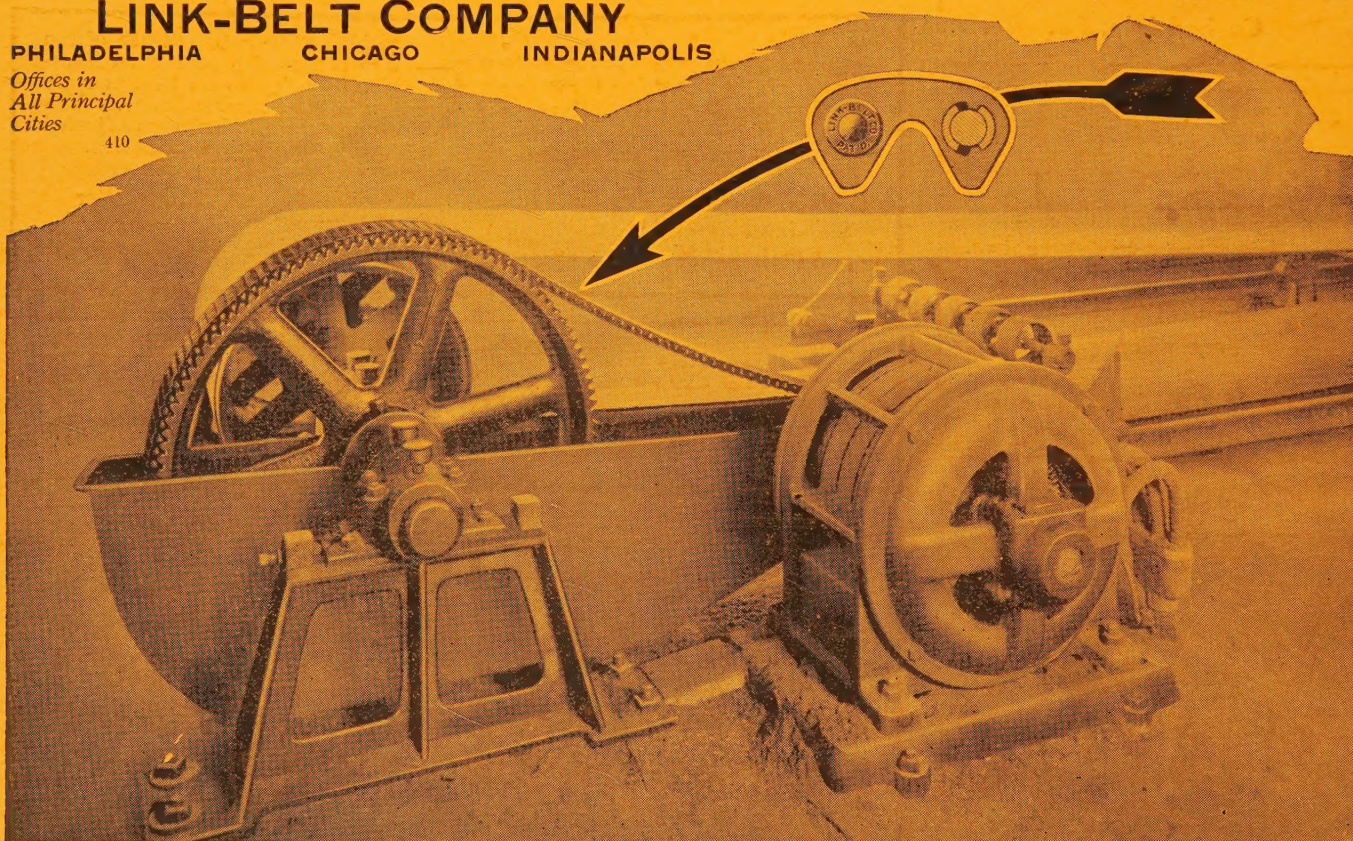
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